The Hong Kong Daily Press.

No 4260 西曆一千八百七十一年 同治辛未年五月十六日 HONGKONG, MONDAY, 3RD JULY, 1871. 禮拜一 英七月三號 香港 [PRICE $2½ PER MONTH.

Arrivals.

July 1, NORNA, Brit. str., 969, Dundas, from Whampoa.—WM. PUSTAU & Co.
July 1, CHINA, North Ger. str., 642, Hennings, Newchwang 17th June, Chefoo 19th, and Swatow June 30th, General.—SIEMSSEN & Co.
July 1, DOUGLAS, Brit. str., 616, Toppin, Foochow June 28th, Amoy 29th, and Swatow 30th, General.—D. LAPRAIK & Co.
July 1, BENEFACTOR, Amer. bk., 594, Berry, Saigon 24th June, and Cape St. James 25th, 13,500 piculs Rice.—SMITH, ARCHER & Co.
July 1, FRITZ & ANTON, North Ger. sch., 223, Klant, from Whampoa.—WM. PUSTAU & Co.
July 2, HISTORIAN, Brit. str., 1,830, Tutton, Calcutta 17th June, Penang 23rd, and Singapore 26th, General.—JARDINE, MATHESON & Co.
July 2, LUZON, Amer. str., 517, Williams, Saigon 27th June, General.—BOURJAU, HUBENER & Co.
July 2, CHINA, Brit. str., 1,498, Gardner, Calcutta June 17th, Penang 23rd, and Singapore 26th, 947 chests Opium, 1,791 bales Cotton, 2,650 packages Sundries.—D. SASSOON, SONS & Co.
July 2, CLEATOR, Brit. str., 317, J. Hill, Singapore 24th June, General.—BUTTERFIELD & SWIRE.
July 2, PALLAS, North Ger. bk., 526, Luders, Saigon 25th June, 11,000 piculs Rice.—ORDER.
July 3, NESTOR, French ship, 673, Pichaud, Saigon 23rd June, 18,700 piculs Rice.—ORDER.
July 3, UNITED SERVICE, Brit. str., 658, A. S. Tough, Singapore and Saigon June 28th, General.—JOHN BURD & Co.

Departures.

July 1, LUISE STRUVE, for Whampoa.
July 1, WESTBURY, for Saigon.
July 1, WINDSOR CASTLE, for Java.
July 2, SUNDA, str., for Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 1ST JULY.

Duc de Malakoff, for Saigon.
Katharine, for Manila.

Passengers.

Per *Douglas*, str., from East Coast,—Capt. Martin, Mr. and Mrs. Conner, one Parsee and 50 Chinese.
Per *China*, str., from Newchwang, &c.,—3 Chinese.
Per *Historian*, str., from Calcutta, &c.,—Mr. Remme and 170 Chinese.
Per *China*, str., from Calcutta, &c.,—Mrs. Gardner, Capt. Leith, Mr. McKay, and 150 Chinese deck.
Per *United Service*, str., from Singapore, &c.,—260 Chinese.
Per *Pallas*, from Saigon,—32 Chinese.
Per *Cleator*, str., from Singapore,—Mr. Bessier and 47 Chinese.
Per *Luzon*, str., from Saigon,—Mr. Redcliffe and 150 Chinese.

Reports.

The North German bark *Pallas* reports fine weather, wind S.W. and S.; the North German barque *Ino* arrived at Cape St. James on 25th instant.

The French ship *Nestor* reports left Cape St. James on the 25th, and had fine weather throughout.

The British steamship *China* from Calcutta on June 17th, Penang on 23rd, and Singapore on 26th, reports in China Sea light variable S.E. and S.W. winds, and fine weather.

The British steamship *Historian*, from Calcutta on 17th June, Penang on 23rd, and Singapore on 26th, reports very fine weather up the sea.

The American steamship *Luzon* reports fine weather, wind between S.E. and S.W., spoke the British ships *Hopewell* and *Ambassador* entering the river at Saigon.

The British steamship *Cleator* reports passed on the 27th June the P. & O. steamship steering S., when 27 miles S.E of Pulo Sapata. In lat. 10.10 N., long. 109.41 E. on the same day, passed the British ship *Flying Spur*.

Auction Sales To-day.

LANE, CRAWFORD & Co.
Amoy Sugar.

H. N. MODY.
Cotton and Cotton Yarn.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

MR. J. B. COUGHTRIE having been appointed Secretary of the above-named Company, will assume charge from this day.
By order of the Board,
N. J. EDE,
Secretary
tf 553 Hongkong, 1st April, 1871.

NOTICE TO MARINERS.

THE moorings of the Inner Iron Bar Buoy at the entrance to the Liau River, Yingtzu, Niuchuang, having been carried away by the ice, and all efforts to recover them having proved unsuccessful, a Spar Buoy, surmounted by a basket, has been moored in the same position, until moorings for the Iron Buoy can be obtained.
T. G. LUSON,
Acting Commissioner of Customs.
Custom House,
Niuchuang, 1st June, 1871. [1m 1037

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

THE TOURIST'S GUIDE—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts
The Daily Press Office.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. R. Belilios, Esq. | Wm. Lemann, Esq.
George J. Helland, Esq. | Julius Menke, Esq.
A. Joost, Esq. | S. D. Sassoon, Esq.
| G. F. Weller, Esq.

Managers;—
Hongkong—James Greig, Esq.,
Acting Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Acting Chief Manager*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 2nd January, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Fourth Call of Twenty-five dollars per Share, on the Shares in the Capital of the Corporation, numbered from 20,001 to 40,000, inclusive, was payable on the 1st day of JULY last, at the Head Office and Branches of the Bank.
Interest at the rate of Twelve per centum per annum will be charged on the amount of all calls unpaid, and the other provisions of the 30th article of the Deed of Settlement of the Corporation will also be enforced in respect of Shares upon which the Calls remain unpaid.
By order of the Court of Directors.
JAMES GREIG,
Acting Chief Manager.
tf 941 Hongkong, 3rd July, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each; of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.
The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.
Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

THE CHINESE INSURANCE COMPANY, (LIMITED).

CAPITAL—1,500,000 DOLLARS, IN 1,500 SHARES OF 1,000 DOLLARS EACH,

PAID UP CAPITAL 300,000 DOLLARS.

Directors
W. H. CONDIT, Esq., (Messrs. Smith, Archer & Co.)
E. R. BELILIOS, Esq.
GEO. CRICHTON, Esq., (The Borneo Company, Limited.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. A. HITCHCOCK, Esq., (Messrs. Olyphant & Co.)
And Two Chinese merchants to be selected by the native shareholders after the allotment of shares.

Bankers:
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

HEAD OFFICE—HONGKONG.

General Agents—Messrs. OLYPHANT & Co.

Agents:—
Amoy............Messrs. H. A. PETERSEN & Co.
Bombay.......... „ SIR CHARLES FORBES & Co.
Canton.......... „ OLYPHANT & Co.
Chefoo.......... „ FERGUSSON & Co.
Chinkiang....... „ J. M. CANNY & Co.
Foochow......... „ OLYPHANT & Co.
Hakodadi........ „ HOWELL & Co.
Hankow.......... „ EVANS & RAINBOW.
Hiogo........... „ SMITH, BAKER & Co.
Kiukiang........ „ R. FRANCIS & Co.
Manila.......... „ FINDLAY RICHARDSON & Co.
Nagasaki........ „ HOLME, RINGER & Co.
Ningpo.......... „ J. S. HUDSON & Co.
Penang.......... „ SANDILANDS, BUTTERY & Co.
Saigon.......... „ A. G. HOGG & Co.
San Francisco, WM. N. OLMSTED, Esq.
Shanghai........Messrs. OLYPHANT & Co.
Singapore.......THE BORNEO CO. LIMITED.
Swatow..........Messrs. DIRCKS & Co.
Tientsin........JOHN HANNA, Esq.
Yokohama........Messrs. SMITH, ARCHER & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its shares allotted, will be prepared to grant Policies on Marine Risks to all parts of the World, at current rates, on and after 1st May next.
In addition to the usual brokerage, Thirty-three and one third per centum (33⅓%) of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.
OLYPHANT & Co.,
General Agents.
tf 707 Hongkong, 25th April, 1871.

HUGH PIERCY AUSTIN.

ALL Persons having claims against the above estate are requested to send them in on or before the 1st day of October, 1871, to the undersigned.
J. GARDINER AUSTIN,
Colonial Secretary,
Administrator.
tf 816 Hongkong, 11th May, 1871.

KEELUNG COAL DEPOT.

AMOY.

STEAMERS can be supplied from the above depot with good Steam COALS, at $8.50 per ton, free alongside the vessel.
PASEDAG & Co.,
Agents.
2m 928 Amoy, 24th May, 1871.

Intimations.

THE NORTH-CHINA INSURANCE COMPANY.

ESTABLISHED 1ST JANUARY, 1863.

CAPITAL SH. TLS. 1,500,000 IN 1,000 SHARES OF TLS. 1,500 EACH.
SUBSCRIBED CAPITAL SH. TLS. 300,000 OR TLS. 300 PER SHARE.

Provisional Committee:
E. H. LAYERS, Esq., *Chairman*, Messrs. Gilman & Co.
F. PORTER, Esq., Messrs. Gibb, Livingston & Co.
E. C. SMITH, Esq., Messrs. Turner & Co.
J. I. MILLER, Esq., Messrs. J. Jarvie & Co.
A. SCHROERS, Esq., Messrs. Textor & Co.
H. G. PEMBERTON, Esq., Messrs. Adamson Bell & Co.

HEAD OFFICE, SHANGHAI.

A GENERAL MEETING was held at Shanghai on the 1st May, 1871, and it was resolved to form a Company for a further period of three years from 1st January, 1872, to be called the "North China Insurance Company," and the Directors of the present Company 1869-71 were appointed a Provisional Committee for that purpose.
At an adjourned meeting of intending shareholders, held on 22nd May, 1871, a draft Prospectus was submitted, and a resolution passed approving of the basis upon which the Provisional Committee proposed to reorganise the Company.
The Net profits of the Company will be divided amongst the shareholders in the following proportions, viz.—
ONE THIRD (33⅓%) to shareholders rateably in proportion to the number of shares.
Two THIRDS (66⅔%) to shareholders rateably in proportion to the Net Premia contributed by each.
Notice is hereby given that applications for shares in the undermentioned form will be received at the offices of the Company in Shanghai, or through the Agents at the several ports, until 30th September, and from London until 31st October, 1871.
Applications for shares from persons not resident in Shanghai must be accompanied by Power of Attorney to their Agents to sign the Deed of Settlement, and represent them in all matters connected with the Company.
Shanghai, 27th May, 1871.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the NORTH CHINA INSURANCE COMPANY.
(Term 1872-74.)
GENTLEMEN, hereby request that you will allot to Shares in the above Company, and agree to accept such Shares or any less number you may allot to , and agree to pay the first Call of Tls. 300 per Share, and all subsequent Calls, and to subscribe the Deed of Settlement whenever required to do so.
Gentlemen,
Your obedient Servant,

Forms of application for shares can be obtained at the Head Office, or by application to the Agents of the Company.
tf 974 Shanghai, 29th May, 1871.

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average	f.p.a.
From Canton.....	Tea,	2½%	1½%
„ Macao....	Silk,	2 %	1¼%
„ Hongkong	Other Merchandize,	2¼%	1½%

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

INSURANCE

OCEAN STEAMSHIP COMPANY.

IF required by shippers at time of making Freight engagements, Certificates of Insurance against Tea or Silk may be obtained from the Undersigned, on first-class English Companies, to the amount agreed upon at following rates, *by any steamers of the above Company.*
H'kong to London, Canton do., Macao do. } on Tea with average, 45/s. per cent., f. of a. 35/s. on Silk with average, 27/6 per cent.
Subject to a discount of 15 per cent.
BUTTERFIELD & SWIRE,
Agents.
tf 884 Hongkong, 22nd May, 1871.

COMPAGNIE DES MESSAGERIES MARITIMES.

UNTIL further Notice the rates of Passage Money, from Hongkong to Marseilles, will be as follows:—
1st Class.......................$394
2nd „ 296
3rd „ 177
In these rates are included Claret, Sherry, Marsala, Beer, and Porter during meal times, so furnished without any extra charge.
Arrangements have been made that in the first class Cabins, two passengers only will be accommodated, and in the event of a passenger wishing the whole of a first class Cabin exclusively for his own use, an extra charge of 50 per cent. beyond the above mentioned fare, will be made.
No extra Charge made for the transit through the Suez Canal.
Hongkong, 27th June, 1871.
L'Agent Principal,
tf 1101] C. BERTRAND.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
JAS. B. COUGHTRIE,
—*Secretary*
Hongkong, 5th April, 1871. [tf 385

OCEAN STEAMSHIP CO.

ARRANGEMENTS having been completed with the different Mediterranean Steamship Companies, we are now prepared to take cargo at through rates to any of the following Ports.
Marseilles, Barcelona, Genoa, Leghorn, Naples, Trieste, Venice, Brindisi, Ancona, Smyrna, Constantinople and Odessa.
For further particulars, apply to
BUTTERFIELD & SWIRE,
Agents.
tf 960 Hongkong, 5th June, 1871.

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, at the SUGAR REFINERY, East Point,
THIS DAY,
the 3rd July, 1871, at noon,—
(On account of the concerned,)
315 piculs AMOY SUGAR, ex S.S. *Formosa.*
More or less Damaged.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1106 Hongkong, 29th June, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
THIS DAY,
3rd July, 1871, at noon,
At D. NOWROJEE, Esq., Wanchai Godowns,—
Ex S. S. "Sunda,"
37 Bales Kurrachee COTTON.
Ex "Constance."
45 Bales Bombay COTTON.
And,
31 Bales Bombay COTTON YARN, 400 lbs.
Also, immediately after,
At Messrs. N. MODY & Co.'s Godowns, Spring Gardens,—
Ex S. S. "Sunda,"
32 Bales Kurrachee COTTON.
(All more or less Damaged by Sea Water),
(Account of the Concerned).
TERMS OF SALE.—Cash before delivery in Bank Notes.
H. N. MODY,
Auctioneer.
1120 Hongkong, 1st July, 1871.

PUBLIC AUCTION.

THE Undersigned are instructed to sell by Public Auction,
TO-MORROW,
the 4th instant,
At the Godown of Messrs. C. C. COHEN & Co.
The following GOODS, ex *Golden Spur*,—
(All more or less Damaged by Sea Water),
LH in triangle, H under. } 10 Bales COTTON YARN.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
W. M. MORGAN & Co.,
Auctioneers.
1126 Hongkong, 3rd July, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
WEDNESDAY,
the 5th July, 1871, at noon,
At the Godowns of Messrs. JARDINE, MATHESON & Co., East Point,—
(For the benefit of the concerned),
22 Bales COTTON YARN.
11 „ GREY SHIRTINGS.
16 „ BENGAL COTTON.
(More or less Damaged by Sea Water).
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
THOMAS G. GLOVER,
Auctioneer.
1128 Hongkong, 3rd July, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on board, (if not previously disposed of by Private Contract), on
WEDNESDAY,
the 5th July, at noon,—
The British Ship
"GEORGES,"
of 880 Tons Register, (built in 1853, re-built in 1867, and yellow-metalled in 1870), as she now lies in this Harbour, off Wanchi. The Vessel is well found in Spars, Sails, Tackle, Chains, Anchors, &c., &c.
TERMS OF SALE.—Cash on fall of the Hammer. Transfer Expenses to be borne by the Purchaser.
For further particulars and Inventory, apply to
CHAS. H. MORGAN,
Auctioneer.
1129 Hongkong, 3rd July, 1871.

PUBLIC AUCTION.

LOPEZ & Co. have been instructed to sell by Public Auction, on
THURSDAY,
the 6th day of July, 1871, at No. 59, Wyndham Street, at 2 P.M.,—
HOUSEHOLD FURNITURE of a Gentleman leaving the Colony, comprising:
Damask Covered Spring COUCHES, CHAIRS, Arm and Easy CHAIRS, Card and Side TABLES, Pier GLASSES, ORNAMENTS, ENGRAVINGS, WHATNOTS, SIDEBOARDS, Lace Window CURTAINS and POLES, WARDROBES, CHEST OF DRAWERS, SOFAS, TEA POYS, Toilet TABLES, Marble-top MIRRORS.
Electro PLATED WARE, Breakfast, Dinner, and Dessert SERVICES, GLASSWARE, CUTLERY, &c, &c, &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1107 Hongkong, 3rd July, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
FRIDAY,
the 7th July, 1871, at noon,
on the Premises,—
All that Piece or Parcel of GROUND, MESSUAGES and PREMISES, with the two Houses therein, situated in Gage and Gutslaff Streets, and registered in the Land Office as the remaining portion of Inland Lot 105.
For further particulars apply to the Undersigned.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the deed of transfer, the expenses of which to be paid by the purchaser. Property to be at the risk of the purchaser from the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1098 Hongkong, 27th June, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq. H.M. Naval Storekeeper, to sell by Public Auction, at the Naval Yard, on
MONDAY,
the 10th day of July, 1871, at 11 A.M.,—
H.M. Gun-boat *"WOODCOCK."* Further particulars can be obtained on application to the Naval Storekeeper.
TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Government Auctioneer.
1045 Hongkong, 21st June, 1871.

PUBLIC AUCTION.

STEAM LAUNCH.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (if not previously disposed of privately) on their Wharf, on
FRIDAY,
the 14th July, 1871, at noon,—
The Steam Launch
"SYLVIA,"
50 ft. on the keel; 8 ft. 4 in. beam; 5 ft. depth of hold; locomotive boiler; Engines 25 horse-power; speed 8 knots.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. The Lot, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1012 Hongkong, 15th June, 1871.

FOR HOME PRESENTS.

PWE MIXTURE, in 5 and 10 Catty Boxes.
Very superior MANILA CIGARS.
LANE, CRAWFORD & Co.
14d 1115 Hongkong, 1st July, 1871.

Intimations.

CHINA SUBMARINE TELEGRAPH COMPANY, LIMITED.

The Cable of the above Company will be open to the Public on and after
10TH JUNE, 1871.

RATES FOR TELEGRAMS OF TWENTY WORDS, FROM HONGKONG. TO

	$ c.
Aden	31.50
Alexandria	35.90
Algeria (via Marseilles Cable)	32.30
„ (via Malta and Italy)	33.50
Austria and Hungary	32.90
Baden	32.90
Barbary (Tripoli)	34.40
„ (Benghazi)	35.20
Bavaria	32.90
Belgium	33.20
Cairo and Suez	35.90
Corfu	33.20
Denmark	32.90
France	33.20
Germany (North)	32.80
Gibraltar	33.80
Great Britain and Ireland	33.90
Greece	33.30
Hohenzollern and Wurtemburg	32.90
Holland	32.90
India, Madras	22.40
„ (Bombay, and Stations West of Chittagong)	24.60
„ (Stations East of Chittagong and Ceylon)	25.60
Italy	32.60
Java (Batavia and Weltervreden)	15.60
„ Stations West of Samarang	15.90
„ „ East of Samarang	16.40
London	33.60
Luxemburg	32.90
Malta	31.40
Norway	33.00
Penang	15.90
Portugal	33.80
Russia, Europe	31.60
„ Caucasus	34.60
„ West of Tomsk	35.60
„ East of Tomsk	37.10
Servia	32.70
Singapore	12.00
Spain	33.50
Sweden	32.80
Switzerland	32.70
Tunis (via Marseilles Line)	32.30
„ (via Malta and Italy)	33.50
Turkey Europe	33.20
„ Asia, Seaports	34.00
„ „ Inland	34.80
United Principalities	32.60

HALF THESE RATES FOR EVERY ADDITIONAL TEN WORDS.

All TELEGRAMS tendered for Transmission must be *prepaid*, but to suit the convenience of the Public of Hongkong, DEPOSIT ACCOUNTS can be opened with the Undersigned.

All Messages for Europe should be addressed "via Suez."
By order,
W. H. ALSTON,
Superintendent.
Hongkong—Offices, Burd Lane,
June 10th, 1871. [1m 990

REUTER'S TELEGRAM COMPANY, LIMITED.

NOTICE.

MESSRS. CLARK, SPENCE & Co. have been appointed Agents of the above Company at Point de Galle from this date.
By order of the Court,
HENRY M. COLLINS,
Manager,
Eastern Branch.
tf 983 Bombay, 15th May, 1871.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1100 Hongkong, 27th June, 1871.

M. VISE & CO.,
92, *QUEEN'S ROAD*,
HAVE received a large Assortment of JAPANESE CURIOS and JAPANESE WARE.
EUROPEAN GOODS.
1m 963 Hongkong, 5th June, 1871.

FOR SALE.
REAL HAVANA CIGARS.
CAZADORES.
Regalia BRITANICA.
ESPECIALES.
And,
REGALIA DE LA REYNA.
Apply to
REMEDIOS & Co.
tf 633 Hongkong, 19th April, 1871.

FOR SALE.
A MONTILLADO and SUPERIOR SHERRY } Received direct from Jerez.
SUPERIOR MEDOC and SUPERIOR ST. JULIEN } from Nathaniel Johnston & Sons, Bordeaux.
PORT, from Smith, Woodhouse & Co., Oporto.
HENNESSY'S BRANDY } Bottled in Cognac.
MARTINEAU'S do. }
REYNOLDS & Co.
1, Wyndham Street,
Hongkong, 24th June, 1871. [tf 1078

FOR SALE.
CHAMPAGNE,
VERGENAY, in Pints & Quarts.
SILLERY, Do. Do.
London XX STOUT, Do. Do.
J. M. ARMSTRONG.
tf 901 Hongkong, 25th May, 1871.

FOR SALE.
THE British Barque
"HELEN BLACK,"
305 Tons Register, built by Alexander Hall & Sons, at Aberdeen in 1869.
Apply to Captain MCCALLUM, on board, or to
DOUGLAS LAPRAIK & Co.
tf 1091 Hongkong, 27th June, 1871.

FOR SALE.
CASTOR OIL, Dacca SOAP, GHEE, Table RICE, GRAM, and other sundry ARTICLES. Apply to
J. A. SOLOMON,
No. 17, Cochrane St.
14d 1083 Hongkong, 26th June, 1871.

NOTICE.
THE undersigned, late Proprietor of the WEST POINT FOUNDRY, begs to intimate to the Public of Hongkong, and specially the Masters and Engineers of Steamers, that he has commenced Business again as BOILER MAKER, ENGINE and SHIPSMITH, COPPERSMITH and BRASS FOUNDER on the new premises called the PHŒNIX IRON WORKS, Spring Gardens, next to Messrs. GIBB, LIVINGSTON & Co.'s Coal Godown; and trusts that by strict attention paid to business of his line, to merit a share of public patronage.
D. ILLINGWORTH.
Phœnix Iron Works,
Hongkong, 6th May, 1871. [2m 803

"*Japan Mail*" and "*Japan Weekly Mail.*"

LANE, CRAWFORD & Co. having been appointed agents for the two abovenamed newspapers, are prepared to receive Advertisements and Subscriptions for the same.
Terms of Subscription, payable in advance: *Japan Mail*, $15½ per annum; *Japan Weekly Mail*, $21 per annum.
tf 122 Hongkong, 19th January, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Intimations.

A MEETING of the Subscribers to the proposed new HONGKONG SWIMMING BATH, will be held at the Club TO-MORROW, the 4th July, at 5.30 P.M., to take into consideration the plans for a floating bath, which have been sent in to the Committee.
HOLMES GRANGER,
Hon. Secretary.
5d 1101 Hongkong, 30th June, 1871.

THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be closed from the 3rd to the 17th day of July next, both days included.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
24d 1071 Hongkong, 23rd June, 1871.

THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of Shareholders in the Company will be held at the office of the Company, Victoria, Hongkong, on MONDAY, the 17th day of July next, at 3 o'clock in the afternoon, for the purpose of receiving the statement of accounts, together with the Report of the Directors, and for the election of Auditors.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
24d 1072 Hongkong, 23rd June, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 36th Clause of the Articles of Association of the Company, the Third Call of Twelve Dollars and Fifty cents per share is payable on the *30th June* current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.
Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*
The Transfer Books of the Company will be closed from the Fifteenth day of June to the First day of July, 1871, both days inclusive.
By Order,
A. NOEL BLAKEMAN,
Secretary.
tf 986 Hongkong, 8th June, 1871.

IN THE SUPREME COURT OF HONGKONG.

Between { LEE ACHING, *Plaintiff*, and ESSABHOY AHMED, JOOSUB AHMED, and SOOMER AHMED, trading as FAZUL MAHOMED ESSA AND COMPANY, *Defendants.* }

WHEREAS an Action has been commenced in this Court, at the suit of the above named Lee Aching against the above named Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed, to recover *Three thousand Nine hundred and Seventy-two Dollars* for goods sold and delivered by the said Lee Aching to them, and for money due on an account stated, and it being alleged that the said Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed do not reside within this Island or its Dependencies, a Writ of Foreign Attachment has been issued, returnable on the *Nineteenth day of July next*, wherein the Peninsular and Oriental Steam Navigation Company, Alexander McIver, Esquire, Lee Acheong, Noor Mahomed Hajee Abdool Rahman, King Wo, and Abdool Moussa are Garnishees.
Notice is hereby given thereof, and that if at any time before final judgment in this Action, the said Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed, or any person on their behalf, will give the security and notice and file the appearance or plea required by the Ordinance of this Island, entituled "An Ordinance to provide for and regulate process in Actions at Law against Persons absent from the Colony," the said Attachment may be dissolved.
Dated this 24th day of June, 1871.
WM. H. BRERETON,
Plaintiff's Attorney,
3i 1086] 29, *Queen's Road.*

IN THE SUPREME COURT OF HONGKONG.

Between { HO MUN KEE, *Plaintiff*, and ESSABHOY AHMED, JOOSUB AHMED, and SOOMER AHMED, trading as FAZUL MAHOMED ESSA AND COMPANY, *Defendants.* }

WHEREAS an Action has been commenced in this Court, at the suit of the above named Ho Mun Kee against the above named Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed, to recover *One thousand Two hundred and Ninety-two Dollars, and Seventy Cents*, for goods sold and delivered by the said Ho Mun Kee to them, and for money due on an account stated, and it being alleged that the said Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed do not reside within this Island or its dependencies, a Writ of Foreign Attachment has been issued, returnable on the *Nineteenth day of July next*, wherein the Peninsular and Oriental Steam Navigation Company, Alexander McIver, Esquire, Lee Acheong, Noor Mahomed Hajee Abdool Rahman, King Wo, and Abdool Moussa, are Garnishees.
Notice is hereby given thereof, and that if at any time before final judgment in this Action the said Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed, or any person on their behalf will given the security and notice and file the appearance or plea required by the Ordinance of this Island entituled "An Ordinance to provide for and regulate Process in actions at Law against Persons absent from the Colony," the said Attachment may be dissolved.
Dated this 24th day of June, 1871.
WM. H. BRERETON,
Plaintiff's Attorney,
3i 1087] 29, *Queen's Road.*

IN THE SUPREME COURT OF HONGKONG.

Between { LEONG AKUM, *Plaintiff*, and ESSABHOY AHMED, JOOSUB AHMED, and SOOMER AHMED, trading as FAZUL MAHOMED ESSA AND COMPANY, *Defendants.* }

WHEREAS an Action has been commenced in this Court at the suit of the above named Leong Akum, against the above named Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed, to recover *Six thousand Six hundred and Twenty-four Dollars*, for goods sold and delivered by the said Leong Akum to them, and for money due on an account stated. And it being alleged that the said Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed do not reside within this Island or its Dependencies, a Writ of Foreign Attachment has been issued, returnable on the *Nineteenth day of July next*, wherein the Peninsular and Oriental Steam Navigation Company, Alexander McIver, Esq., Superintendent of the said Company, Lee Acheong, Noor Mahomed Hajee Abdool Rahman, King Wo, and Abdool Moussa, are Garnishees.
Notice is hereby given thereof, and that if at any time before final judgment in this Action the said Essabhoy Ahmed, Joosub Ahmed, and Soomer Ahmed or any person on their behalf will give the security and notice and file the appearance or plea required by the Ordinance of this Island, entituled "An Ordinance to provide for and regulate process in actions at Law against persons absent from the Colony," the said Attachment may be dissolved.
Dated this 24th day of June, 1871.
WM. H. BRERETON,
Attorney for the above named Leong Akum,
3i 1088] 29, *Queen's Road.*

Intimations.

EUREKA VARIETY TROUPE.
W. E. ROGERS..............*Business Manager.*
CHAS. RHOADES..............*Stage Manager.*
THIS (MONDAY) EVENING, JULY 3RD.
COMPLIMENTARY BENEFIT
TO
MR. CHARLES RHOADES,
(Who on account of serious illness, and by order of his Medical Advisor is compelled to return to his home in America), tendered by his Friends, Residents of Hongkong, and the Members of the Eureka Troupe, by the kindness of Mr. ROGERS, Business Manager, said Benefit will take place on the above-named Evening, at the
LUSITANO THEATRE.
On which occasion a bill of superior excellence will be produced, comprising NEW SONGS, DUETTS, INSTRUMENTAL MUSIC, &c., &c.
MISS NELLIE HOSMER (by desire), will appear as "The Girl of the Period," in Comic Songs and Irish Duett.
MR. JOSEPH SMALL in his Original Local and Irish Characters.
MR. ALFRED SINGER in Choice Vocalism and Instrumentalities.
PRICES OF ADMISSION.
Balcony.................................$2.00
Parquette............................... 1.00
Boxes...................................10.00
For particulars see Programmes. No Postponement on account of the weather. Doors open at 8.30, performance to commence at 9 o'clock precisely.
1131 Hongkong, 3rd July, 1871.

TENDERS for the REPAIRS of the Dutch barque "*KATARINA MARIA*," J. Brandts, Master, will be received at the office of the Netherlands' Consulate until WEDNESDAY, the 5th inst., at noon.
Sails to be made and repaired with best Dutch canvas of 30 inches
For particulars, apply to
SIEMSSEN & Co.,
OR
Captain on board.
3d 1132 Hongkong, 3rd July, 1871.

FOR SHANGHAI.
THE British Steamer
"NORNA,"
Dundas, Master, will be dispatched as above TO-DAY, the 3rd instant, at 4 P.M.
For Freight or Passage, apply to
WM. PUSTAU & Co.
1122 Hongkong, 3rd July, 1871.

FOR SAIGON AND SINGAPORE.
THE China Sea, Saigon and Straits Steamship Co.'s Steamer
"VENUS,"
will be despatched for the above ports at 4 P.M. TO-MORROW, the 4th instant.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
2d 1123 Hongkong, 3rd July, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Captain Toppin, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1124 Hongkong, 3rd July, 1871.

FOR SALE,
At Cost Price, for two weeks only to 15th inst., Ex "Windhover."
PEAR'S Transparent SOAP, Borden's Condensed MILK, Brown and Polson Corn FLOUR, Oswego ditto, SALAD OIL, MACCARONI, Crosse & Blackwell French CAPERS, Mushroom and Walnut CATSUP, Calfsfoot and Assorted JELLIES, White WINE VINEGAR, TAPIOCA, Bologna, Brunswick, Oxford, Ham Tongue and Chicken, and Lyon SAUSAGES, French and Findon HADDOCKS, TURBOT, MACKEREL, HERRINGS A LA SARDINE, Kippered HERRINGS and SALMON, Lockfyne HERRINGS, Assorted MEATS in 1lb. tins, Assorted Philippe and Canaud PATE, LOBSTERS in small tins, ½ lbs. bottles MUSTARD, Potted MEATS, Dried SPRATS, PARAMESAN, Pine and Berkeley CHEESES, Cooked York HAMS, small size, CHAMPIGNONS, ASPARAGUS, SARDINES, Preserved SALMON, ESSENCE of MEAT, OX TONGUES, in cask, CHOCOLATE, COCOA & COCOATINA, PICKLES, PERFUMERY, Sangster's UMBRELLAS, Dried and Crystalized FRUITS, Dried HERBS, Cutting & Co.'s preserved Fresh FRUIT and PEPPERS, Cod LIVER OIL, Quinine WINE, ESSENCE of GINGER, Straw HATS, Seidlitz POWDER, and various other STORES.
TERMS, CASH ONLY.
Price list at the Store.
KWONG CHEONG,
No. 114, Queen's Road.
2w 1125 Hongkong, 3rd July, 1871.

Notices to Consignees.

STEAMER *HISTORIAN*, FROM CALCUTTA, PENANG, AND SINGAPORE.
CONSIGNEES of Cargo by the above named steamer are hereby requested to send in Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
Opium will be delivered from ship's side.
JARDINE, MATHESON & Co.
East Point, 3rd July, 1871. [7d 1130

S.S. *CHINA*, FROM CALCUTTA, PENANG, AND SINGAPORE.
CONSIGNEES of Cargo by the above steamer are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery of their Goods, failing which they will be landed and stored at their risk and expense.
DAVID SASSOON, SONS & Co.
6d 1133 Hongkong, 3rd July, 1871.

STR. *STATESMAN*, FROM BOMBAY.
CONSIGNEES of Cargo by the above steamer are hereby informed that in accordance with the terms of the Charter Party their goods are now in course of being landed at the East Point Godowns, at their risk and expense.
Cargo will be ready for delivery TO-MORROW, the 4th instant.
JARDINE, MATHESON & Co.,
Agents, str. "Statesman."
East Point, 3rd July, 1871. 1127

NOTICE.
CONSIGNEES of Cargo per S. S. *Khedive*, are hereby informed that their goods will be put on board the *Fort William*, or landed into Messrs. NORTON & LYALL'S Godowns, at their risk.
A. McIVER,
Superintendent.
P. & O. S. N. Co.,
Hongkong, 1st July, 1871. [tf 1121

AMERICAN SHIP *ENDEAVOUR*, FROM NEW YORK.
CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their Goods. Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
Consignees of *Optional Cargo* are requested to give early notice as to the intended destination of their Goods.
BULL, PURDON & Co.
tf 1077 Hongkong, 23rd June, 1871.

BRITISH SHIP *WINDHOVER*, FROM LONDON.
CONSIGNEES of Cargo by the above-named are hereby requested to send in their Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their Goods.
TURNER & Co.,
Agents.
tf 998 Hongkong, 12th June, 1871.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1871.

The delivery of the *Daily Press* from this office commenced on Saturday, morning at 10.00, and the last messengers left the office at 10 20

The Daily Press.

HONGKONG, JULY 3RD, 1871.

If we have been called upon to disagree with Mr. ROBERTSON in some of the views which he has set forth in his article in the *Westminster* upon the Tientsin Massacre, we are glad to be able to award unqualified praise to the terse and able exposition which he has made of what should be the policy of foreign nations at the present time. It is perhaps rather difficult fully to sympathise with the extremely calm view with which the writer concludes his notice of the Tientsin Massacre, in saying: "If a nation possesses only a rudimentary organisation; if its executive is completely inefficient, we must be prepared for the inevitable consequences of a primitive state of civilization; we must expect occasional outbreaks and occasional exhibitions of the powerlessness of the local officials; and when an extraordinary concurrence of circumstances presents itself, massacre falls within the domain of the probable"—One is almost tempted to add here, and "signal revenge on the part of those outraged certain." But without going so far as this, which would scarcely, however, be an illegitimate inference, Mr. ROBERTSON arrives at a sound general conclusion as to the policy which is absolutely necessary to adopt. He says: "The error lies in not seeing that from semi-civilized nations we cannot expect aught else but semi-civilized actions;" and after noticing the error that was made in accepting the theories of the BURLINGAME Mission, he adds: "As it is impossible for us to abandon China, and as our exceptional position demands exceptional action, absolute non-intervention lies out of the field of discussion." In those two sentences the nature of our position is probably summed up as tersely as it is possible for them to be, and if these two positions be only carefully borne in mind, the errors which have characterised our policy for the past eight or ten years may be completely avoided. Our very presence in China is an intervention in the internal affairs of the Empire; as it is impossible for Western civilization to come into contact with that of China without such an influence being exerted on the whole of the arrangements for the internal government of the country as to necessitate changes which China would not, under what would be to her ordinary circumstances, that is, separated from the rest of the world, have ever contemplated, much less undertaken. It is fair that we should make our presence as little burdensome and oppressive as possible, and that we should at all times avoid high-handed action; but unless we are prepared to give up our connection with China, we must supply the deficiencies of the Chinese Government, and if they are unable to afford us the protection which may be justly looked for from any civilized nation, our only resource is to adopt such a line of policy that it may be felt throughout the Empire that the supineness or weakness of the Imperial Government will afford no security against punishment in case of outrages being committed against foreigners; but that retribution will assuredly come, if not from Pekin, from the foreign nations who have been outraged themselves. The only objection which is raised, other than on the score of expense in providing the necessary means of defence, to our adopting a firm policy in China, is that it is calculated to irritate the Government. But in regard to this, an answer is found in the words of Lord PALMERSTON, in speaking on a memorable occasion in 1865: "There is no better security for peace than strength to resist an attack, if attack should come. That is no provocation. It is an abuse of terms to say that when you employ means to prevent danger you are provoking that danger, and irritating the party against whom those precautions are taken. If no animosity exists, the precautions can have no effect except that of inspiring confidence in the party in whose favour they are made. If on the other hand there be a disposition to attack, that disposition is sure to be lessened in proportion as the chance of success is diminished." These words are almost identical with those used by the great Premier in reference to the question of sending gunboats up to Canton at the time of the riots in 1847, which have of late been so frequently quoted in connection with this subject; and it is thus interesting to notice that Lord PALMERSTON'S opinion on this point remained unchanged for eighteen years. Such an opinion ought to be of weight, even if every circumstance connected with China did not point out its special applicability in these parts. We have here to deal not only with occasional irritation on the part of the Government, which fair and reasonable diplomacy might in the majority of cases avert, but with constant misapprehension, ignorance, and prejudice on the part of the masses, and extreme weakness on that of the authorities. Under such circumstances, we must, if we seek to be secure, show that we are ready to defend ourselves, as so surely as we give but a hope that outrages will pass unavenged, we may be certain that plots and conspiracies will be formed against us. It is true we may deprecate the high handed policy of France—a policy going farther in the direction of coercion than any which foreign nations generally would wish to see adopted; but it is to be borne in mind that it was not her firm policy here, but her disaster in the Corea, that encouraged the animosity which culminated in the Tientsin Massacre.

We have much pleasure in inserting the letter which appears elsewhere with reference to the report from Mr. Tietgen, on the Great Northern Telegraph. It is hardly necessary to say, with reference to a portion of the report—as for example that concerning the Chinese language—it was inserted rather as a comical illustration of the inaccuracies, which had crept into the *Overland Mail's* version of the matter, than with any idea that such a statement had actually been made. The point with reference to the number of telegrams sent to China is, however, of importance and is explained by the letter—the allusion doubtless being to the messages by the Great Northern Company via Russia, and not those by the China and Japan extension line. We are glad to hear that there is every prospect of communication being established with Foochow and Amoy next year. As respects the extension on the line northwards, operations will shortly commence. The *Great Northern*, with the portion of the cable to be laid between Woosung and Nagasaki, left Singapore on the morning of the 28th ultimo, and may be expected here on Tuesday or Wednesday. The *Africa*, with the portion to be laid between Nagasaki and Wladiworstok, left Galle on the morning of the 26th ultimo.

We hear that the Rev. Mr. Kidd, Curate of Norwich Cathedral, is appointed Colonial-Chaplain here, and may be expected out in August or September.

The partial eclipse of the moon last night was finely visible, about a fourth of the disc being obscured. The usual chin-chinning with tom-toms, &c., was carried on with vigour by the Chinese.

In order to avoid misapprehension, we are requested to call attention to the fact, that through an error in printing, it was stated in the advertisement of the English mail to leave on the 7th proximo that the steamer would proceed to Southampton *via* the Suez Canal. The next mail will not be conveyed direct.

On Saturday evening there was another performance by the Eureka Troupe, the novelty being Mr. Small's clever medley concerning the Hongkong Police. This and the other portions of the programme appeared to give great satisfaction to the audience. When the Scotland-yard magnate was made to inform his worthless subordinates that "They might go to Hongkong for him," Mr. Small brought down the house. The other hits were exceedingly well done.

POLICE INTELLIGENCE.

1st July.

BEFORE J. RUSSELL, ESQ.

ROBBERY OF CARGO BY AN OFFICER.

Mr. Cyrus Hall, master of the American brig *Nellie Hastings*, from Bangkok 22nd May, charged William S. Childs, mate of that vessel, with stealing 54 bags, containing about 24 piculs of cargo rice, by withholding their delivery in the course of discharge, and afterwards giving them to the stevedore's people. Case remanded.

A BULLY.

Mun-a-kum, of the P. & O. steamship *Sunda*, stated that he was in the kitchen of that vessel, when the defendant, Kiteon, a native of Goa, came and wanted to get fire. It was represented to him that he ought not to come in, as there was so much food spread out; if he wanted fire, he should have asked complainant, who would give it him. The man then took up a piece of firewood and struck complainant on the head. Witness persisted in making use of the term *Kwei*, after being cautioned. Defendant replied, that he had gone on board to see a friend, when complainant called him a Portuguese devil, and struck him with a ladle. Fined $1, in default, two days.

"KWEI."

The complainant in the above case was then fined $1, in default, one day, convicted of contempt of court for persisting in the use of the above term, in spite of being cautioned by the bench.

June 30th.

BEFORE C. MAY, ESQ.,

ASSAULT AND EXTORTION.—REMANDED CASE.

The conclusion of the evidence of Awing, a seaman on board the late ship *Mirage* was as folllows: I should know that man again, the man now in court is that man, I have said that he went in the boat, but there was another man wearing a blue jacket similar to his. In answer to Mr. Francis: witness said the wind was not so strong when the boats left the ship, the sea was not very high, the land was as near to the ship as the land of Kowloon Bay to the court. The boat was a large boat, the same size as the captain's, it was a four-oared boat, it leaked and was baled out by some of the passengers. The boat was full, and there was no room for any more then went on shore in the boat. Witness did not recollect at what time the boat was lowered. The crew were running fore and aft; he was busy, but was not boat keeper. A Bengalee, who has gone to Siam, kept the boat off the ship's side He had gone into the boat after the passengers had got in, at the same time as defendant. On that morning the passengers were all frightened, and thought they were going to die. When the two boats on the davits were lowered, the Chinese wanted to get into the boats, but they did not thrust forcibly or strike, they did not get into the captain's boat, and were turned out. Witness had been one year at sea, before that he was a policeman at Pulo Penang. Defendant had a quarrel with him once, and struck him, but it was witness's fault. The defendant put the money he received into his handkerchief, and put it into his pocket. Did not see him put the money into his pocket. The supercargo's and the captain's boat went away first, and the serang's boat and the defendant's boat went afterwards, at the same time, but how long afterwards witness did not know, because he was busy getting articles and helping passengers into the boat. Before leaving the vessel the anchor chain was unshackled, so as to let the vessel drift towards the shore. All the four boats that left the ship were full.

1st July.

Mr. John William Finch, late master of the British ship *Mirage*, abandoned on the 17th instant on the Coast of China, opposite the Island of Tyrok, was next examined. The defendant was mate on board the *Mirage*; he had joined about the 7th or 8th of March, the date of sailing from Hongkong on a voyage to Siam via Swatow. The ship left Siam for Hongkong May 20th; there were on board 24 in the crew, who were on the articles, witness's wife and child, a woman, wife to one of the seacunnies, a Chinese servant boy, one European cabin passenger, and sixty Chinese passengers, five of whom were working their passage back. On the 14th of June the ship encountered very severe weather which continued until the morning of the 17th, when the ship was abandoned on account of a leak, which had increased to such an extent as made that step necessary. Anchored at daybreak within a short distance of the land. Witness could not recognize the persons of either the complainant or the first or second witnesses; saw all the boats lowered in accordance with his own orders, and also saw a raft made of the spare spars. During the time witness was engaged with his officers and a number of men in getting over the weather boat to the lee side of the ship, a number of the Chinese passengers, including the supercargo, rushed one of the boats, and went off to the number of nine or ten, paying no heed to witness's orders to come back. After this witness wished to get the ship farther in, but could not succeed. Then witness was called to come into the boat, in which his wife and child, the seacunnies' wife, the European passenger, and a number of men were, as the boat had became stove under the main chains; three of her planks having been cut down as if with a knife, which caused her to leak dangerously; there were twenty-three persons in all. On leaving ordered the defendant to do all that he could to save every life. Witness was forced to leave sooner than he would have done by reason and cause of the injury the boat had sustained under the main channel. While witness's boat was being got ready, a number of the passengers tried to rush at that boat. There were a number of Acheong's people on board, who spoke English, and through these men the people were told that the boats would return and convey all on shore if they succeeded in effecting a landing in safety. A great number of the passengers brought money and silver in bars; and offered it for their lives to be saved; in preference they were told to keep quiet, that everything would be done that could be done to save all without distinction. After dropping clear of the ship, witness waited for the other two boats. The third boat had in it the serang and some Malay seamen. Defendant's boat had twenty-one persons in it, and it was necessary to bale it out all the way. They all landed in Ty-hoa, about eight miles from where the ship was left. After arriving on shore boats were procured from the Mandarin, which went off to the ship, and brought off those who were left.

Mr. Francis strongly protested against the whole of the foregoing evidence as utterly irrelevant, saying that the only thing narrated by the witness which bore strongly in favour of the defendant had been omitted.

Witness was then asked to repeat this. He had told the mate to stand on the rail, while his boat was loaded, as one man had flung himself over and jumped into the boat in such fashion as endangered not only it, but the lives of those in it, who wanted to throw him out, but were forbidden by witness, who remarked that the man's life was as sweet to him as their's was. This man was landed by witness's boat. It was absolutely necessary to keep the men back as they would have rushed at all the boats, being frantic with fear, going on their knees and offering their valuables to be allowed the first chance. They did not actually use violence.

In answer to Mr. Francis,—Defendant had behaved well; was a good active seaman, and exerted himself all the morning to get things ready. The Chinese passengers impeded the work by catching hold and begging and praying to be saved. They had left the pumps and said that they were going to die, and put on their grave marks. After the supercargo had gone off with the first boat, the Chinese passengers endeavored to take possession, to get in, and throw in their clothes. Witness's boat was in danger when loading; it was necessary to use force to keep them from jumping in. They had to be pushed away by force. Defendant and some seamen were ordered to prevent them from rushing in, and they did use such force as was necessary. The mate had to protect his own boat from being rushed, there were four or five men in her to keep her off from the ship's side. After leaving, witness did not see any Chinese passengers in the defendant's boat. Defendant was dressed in his flannel and white trowsers, did not see him with paper and pencil. Defendant's boat, taking all things into consideration, could not have carried more persons than she had in it. Witness did not have any reason to believe that defendant had any money with him; he lived with witness. Defendant had a small bundle of clothes only and a sextant box. Witness was borrowing money, all that he could, to pay expenses to Macao, and believes that defendant could not have had any money without his being cognizant of the fact.

His Worship having intimated his intention to commit the case for trial at the Criminal Sessions of the Supreme Court, left it to defendant's Counsel to say whether he would prefer a postponement until the 4th, 5th, or 6th July, or whether he would wish to have the case proceeded with at once, in which case, he would give the warning required by law. Case adjourned until Tuesday, at 2 p.m.

THE REPORT ON THE GREAT NORTHERN TELEGRAPH.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—This morning's issue of your paper contains an extract taken from the *Overland Mail*, purporting to be a resumé of a report given by Mr. Tietgen, the President of the Great Northern Telegraph Company, and the Great Northern Telegraph China and Japan Extension Company, both of Copenhagen. The extract, containing a couple of misstatements calculated to convey to the minds of people in China a mistaken impression respecting the business of the Great Northern Telegraph China and Japan Extension Company, I take the liberty to request you to grant a space in your valuable paper for a few remarks on the subject.

The Great Northern Telegraph Company of Copenhagen possesses the duplicate cables connecting Russia, Sweden, Norway, Denmark and Great Britain, and by their lines more than 400,000 telegrams were transmitted during last year.

The Great Northern Telegraph China and Japan Extension Company is quite a separate Company, at present working the cable connecting this port and Shanghai, and about laying a cable from Shanghai to Nagasaki, and from Nagasaki to Wladiworstok, which will work in connection with the Russian land lines to St. Petersburg, and with all the European and Transatlantic lines.

The manner of transmitting Chinese telegrams by means of the system invented by Mr. Viguier has been explained in your paper on a former occasion; it does not require any knowledge to the Chinese Language, and Mr. Tietgen did not state, at the meeting of the Company in Copenhagen, that the employés of the Company had already acquired a thorough knowledge of that language.

I am, Sir,
Your obedient servant,
N. A.

Hongkong, 1st July, 1871.

CANTON.

CANTON, June 30, 1871.

SIR,—Since my last communication, the Cantonese have been engaged in celebrating what is termed the dragon boat festival, and which of all their days of rejoicing is, perhaps, one of the most important. On the occasion in question, the 22nd instant, the dragon boats were not nearly so numerous as in former years. This scarcity of dragon boats is, by the Chinese, attributed to the boisterous weather which immediately preceded the day of celebration. It ought, however, to be remarked that, on the day following the one which is especially set apart for the due observance of this festival, many dragon boats appeared on the scene, and, of the number in question, there was one from the district of Shun-tuk, which attracted universal admiration. The men, who propelled this craft, stood erect, for the purpose, as is the custom in the district whence they came. They were attired, for the occasion, in robes of costly magnificence, the fabrics of which their dresses were made being of the very best silk. The dresses to which I refer, being, at the same time, richly embroidered, added greatly to the effect of the passing scene. It was said, by the Chinese, that these men were amateur oarsmen, being members of very respectable families. As is customary at the celebration of this festival, accidents, I regret to say, occurred. Thus, for instance, two of the dragon boats capsized, during a squall, and, according to statements on the part of the Chinese, from thirteen to twenty persons were, unfortunately, drowned. One of the officials, however, states that four persons only perished. The persons who assembled to witness the procession of dragon boats were, probably, more numerous than on many former occasions. Thus, for example, that branch of the river which extends from the ship building yards to Shameen, was literally crowded with boats of all kinds, and in which were pleasure seekers of all ranks and conditions in life.

The monks who reside in the Honam monastery, have recently been thrown into mourning by the death, at the age of eighty-two years, of one of the most distinguished of their order. The remains of San-hang, for such was the name of this departed worthy, were on Saturday last, at six o'clock a.m., conveyed for interment to the cemetery at Tai-kum-chung. Previous to the removal of the corpse, bonzes, to the number of two hundred, assembled to assist in discharging the last rites. Around a temporary altar, which was erected in the hall, where the dead man lay in state, many of the monks arranged themselves in order, and engaged in a mass for the repose of the soul of their departed brother. At the close of this ceremony, an aged priest, clad in purple vestments, came forward, and presented to the portrait of the deceased, which was suspended above the temporary altar, to which I have referred, the insignia of the high office which, it appears, the departed friar had at one time held. A conductor of ceremonies then gave commands for the removal of the corpse—a command this, which was quickly obeyed. The priests, now, arranged themselves in long rows on each side of the avenue by which the monastery is approached, and, as the coffin was borne past, they followed it, two abreast, to its last resting place. At the outer gate of the monastery, two monks were stationed, whose duty consisted in giving to each respectable person present a small piece of silver money. Each gift of this nature was enclosed in a white paper envelope, and upon which Chinese characters, implying "lucky money" were written. A great many gentlemen from the city and its environs, who were friends of the deceased, joined this sombre cavalcade. Each of them, as well as each of the monks, wore on the occasion a broad white sash round his waist.

To pass from this grave to a gay selection, I now beg to record an incident which, a few days ago, came under my notice. A man who, it appears, is named Chu-yin-yen, was caught in the very act of passing base coin at the Onshing rice shop, in the Chuong-kang-lee Street, of the western suburb of this city. He was at once seized, and about to receive at the hands of several infuriated shop-keepers the punishment due to his crime, namely, that of being flogged through the streets. Discovering, however, that the culprit, upon whom they were about to be revenged, was a native of the province of Chit-kong, and concluding, in consequence, that he was, in all probability, connected with one of the great officials of the city, most of whom come either from the northern or midland provinces, they feared to have anything to do with him, and forthwith let him go. A simple liberation of this criminal, on their part, however, was not all, inasmuch as they began to say kind words to him, with a view, of course, of soothing him and of preventing his official friends—if their suppositions were correct—from coming to exact a squeeze from them, for having dared to seize one of their class, though actually guilty of passing counterfeit coin. The dread which the Chinese entertain one of another, is amongst the curses of society. Indeed, so afraid are they to impeach, in some instances, the notoriously guilty, that the ends of justice are often defeated.

The storm which has prevailed here during the last few days, has done but little damage. Amongst the casualties reported, I learn that one of the very large flag poles in front of the Foo-toi, or Governor's Ya-mun, was, by the violence of the wind, carried away. It fell with a great crash upon His Excellency's stable, and seriously damaged the roof thereof. Fortunately, however, neither grooms nor horses were injured.

X.

NEWSPAPER CRITICISM.

(*Overland Mail.*)

The annual dinner of the Newspaper Press Fund was held at Willis's Rooms on May 13, the Earl of Carnarvon in the chair. Amongst the speakers were the Marquis of Bute, Lord Houghton, Sir Jules Benedict, Mr. Newdegate, M.P., Mr. Arthur Helps, Mr. Shirley Brooks, Mr. Skinner, and Mr. George Godwin. The subscriptions amounted to nearly £1,200. In proposing the principal toast of the evening, the chairman referred to the obligation of society to the Press on moral and social grounds:—

"With those who play, more or less, some little part in public life, I often feel (said his lordship) how largely we are indebted to the press. I cannot conceive, for my own part, how settled government in England at the present day could possibly go on without the operations of the press. It is upon that press we depend for information; it is that press which throws all the lights and shadows on political life, and which expresses, in fact, which sometimes makes, the vague, indefinite, and yet such a powerful agency as that which we call public opinion. Above all, it is the press which gives to those who may govern this country timely warning of the rocks ahead of them. It is the press which opens a full and proper vent to those feelings which would otherwise be suppressed with danger and difficulty. Personally, if I may be allowed to say so, during the time I have had any part in public business like every one I have come in for my share of commendation and censure. I have often found the former more than I knew I deserved, while the latter was a great deal less than I expected. On the other hand, I should not be mortal or human if, while approving of the commendation bestowed, I have also tried to distinguish the little grounds on which the censure was passed. Looking to my own case, whether as regards commendation or censure, I have always found myself treated not only fairly but generously, and I believe when I say so that I am expressing the opinion, not of the humble individual who now addresses you, but the deliberate verdict of nine-tenths of those who have to play any public part in this country."

THE INDIAN INCOME TAX.

(*Globe.*)

We are far from disposed to endorse the acrimonious reproaches of the authors of "Cries from the East," who denounce "the incompetent and subservient (p. 212) counsellors" at Calcutta as "men who would swamp any nation or shipwreck any government." We cannot speak of the Indian income tax as "a mischievous and iniquitous imposition," nor can we feel that shuddering horror, which, if we are to believe the proprietors of the Indian *Daily News*, the wrongful infliction of that tax on the poor defaulter, Bholanath, ought to inspire. The sufferings of this "Lord of Simpletons," for so the name might for the nonce be translated, are dealt with in the pamphlet above mentioned in such a Cambyses' vein, as to be more ludicrous than terrible. "Imagine this poor uneducated hind," says the authors, "broken in upon at his hut by policemen, who take him to the station, and feed him, toothless as he is, upon parched grain." Did these writers ever read Grant-Duff's "History of the Marathas?" If so, they must have learned that the picture of the Great Peshwa Baji Rao Balal, was taken when he was fasting himself on a similar repast, and that such food is thought no hardship at all. It is no doubt wrong to assess men whose incomes fall below the minimum that the tax is appointed to reach; it is a gross piece of oppression to sell the property of such men, when careful inquiry would have proved them to be not liable. We admit and deplore the injustice but we are not overwhelmed with sorrow at what was the merest routine under the Governments which preceded our own. The tender mercies of native princes were cruel in comparison with the worst wrongs that have been inflicted by the Indian income tax. Compare the exaction of a fine from a dozen old men in Bengal, about which the Indian *Daily News* raises such an outcry, with the normal state of things under Aurangzeb, when on every office "the established premium of the Exchequer was upwards of six and a half years' purchase, or precisely 651 per cent. on one year's emoluments; but, besides this tax, an infinite number of fees and perquisites were exacted by the clerks, all which lent encouragement to confiscations and new appointments." Or compare it with the condition of affairs three-quarters of a century later, and just before the uprise of our power, when "plunder and exaction devastated the greater part of India." It is simply absurd and wicked on the part of the European press in India to encourage dissatisfaction amongst the natives, because, forsooth, the native collectors of taxes under our rule extort from their countrymen an infinitesimal part of what they used to do under native Governments.

But we are inclined to think that the very argument which the denouncers of the Indian income tax think so unanswerably condemnatory of it may be turned against them. If this tax be really evaded by the wealthy natives, and made the means of exaction to some extent by the native collectors, it may be fairly said that that is the more reason to continue its imposition. It is the business of our Government, and its duty, to break down that inverate habit of evasion and extortion which characterises the Asiatic. This will never be done by the land tax or the salt tax, which are now too well understood to allow of dishonest and corrupt practices being very successful in dealing with them. And so, with proper scrutiny on the part of our European officials, would it be with the income tax after a few years. Let proper instructions and warnings be placarded everywhere as to the collection of this latter tax, and let a few of the corrupt native collectors be summarily punished, and we shall hear no more of "Cries from the East," and see no more terrific visions of old simpletons hauled to prison for non-payment, and fed on parched grain for their contumacy.

In one respect, however, these complaints, though exaggerated, may be useful. It is clear from these that the Indian Finance Committee, if it is to do any good, must not content itself with examining only European officials. The European is placed too high to hear the murmurs of discontent which prevail amongst the humbler classes in India. To know what those classes think and feel, recourse must be had to native gentlemen and *employés*. There are some now in England, and it is high time they were summoned and their evidence taken. It would be too costly, and it is, perhaps, in many respects undesirable to send out commissioners to India to gather information; but at least let us make use of the opportunities we have, and summon such natives as are in this country to give their testimony. We would even hope that the India Office will bring from India three or four of the ablest *Amlah* and a few independent natives, who may be selected by their countrymen to represent their views.

THE LEGAL SIGNING OF WILLS.—Lord Penzance has given judgment in the case of Pearson *v.* Pearson, which he had reserved for consideration, and which involves an important point of testamentary law. The question left for decision was whether a will can be held valid when signed by the testator before the witnesses are called in to attest the execution, and without the contents of the document being explained to them when they come. The decision, in conformity with an appeal case decided by the Privy Council so far back as 1844, was that the will under the circumstance is invalid.

DEATH FROM CHLOROFORM.—Lieut.-Colonel Rogers, R.A., was staying with his brother at Cornwood, and while in the garden at the back of the house fell over a plant-pot, thereby receiving a compound fracture of the leg and a dislocated ankle. The broken bones were set by two medical gentlemen of Plymton; but Colonel Rogers not progressing, a third doctor was called; and it was decided that the leg should be reset while the colonel was under the influence of chloroform. The latter was administered, and caused almost instant death. No blame is attached to the medical gentlemen.

THE USANCE OF BILLS DRAWN ON AND FROM INDIA AND CHINA.

The usance of bills between one place and another depends, in a great measure, on the distance and mode of communication, more particularly when produce or shipments to be realised are represented by the bills drawn. Where funds have been placed or are known to be available at the place drawn upon, the usance may be at sight or on demand. In such cases a less favourable rate of exchange for the remitter is demanded than for drafts payable a certain period after sight.

With regard to bills drawn against shipments of goods to India and China which have to perform the voyage round the Cape, a certain period after sight may be said to be indispensable, in order that the goods may have time to arrive before the maturity of the bills. It will be in the recollection of our readers that an attempt was made within the last three or four years to have the usance on bills drawn from India and China on England shortened from six months' sight to four months' sight. Some mercantile houses, as a matter of necessity or expediency, came into the arrangement for a short time; but, as it was generally condemned, it was, after a short trial, abandoned. The usance of four months' sight, however, from India and China on England, would have been far less oppressive and anomalous, as far as we can see, that the two months' or sixty days' sight usance of England on those countries as it at present exists. It is well known that the bulk of the produce we receive from India and China, comes in sailing vessels, *viâ* the Cape, and that against such produce six months' sight bills are drawn and purchased by the banks. Certain portions of light goods are sent by the overland route; and since the opening of the Suez Canal many shipments of heavier goods are being despatched by that route, against which drafts at a shorter usance are issued, which is all in keeping with the time required for the produce in each case to be placed upon the market. Let us reverse the picture, and we shall find that, though the bulk of the shipments to India and China from this side have to perform the voyage round the Cape in the same way, sixty days' sight, or, at the utmost, ninety days' sight, is the usance of the draft against such shipments. In this case they frequently mature before the goods they represent can be disposed of, or may even have arrived. This limited usance necessitates a borrowing transaction on the bills of lading, or an advance of capital by the consignee. How such a custom as a sixty days sight usance for bills against shipments to India and China has sprung up we are not prepared to say; but it is more than probable that it is but a continuation of the practice of the old East India Company, who drew at sixty days' sight on their treasuries against accumulated revenue.

There are, no doubt, shippers of goods from this side who do not require to draw against their shipments, but who can afford to wait for returns from the other side. These are, however, the "fortunate few." A large portion, also, of the outward shipments is made up of what is called "Indents," or orders from India and China against which a proportionate remittance is sometimes made, the balance to be drawn for. These are cases in which the indentor is surely entitled to as long a credit or usance from the bank purchasing drafts on him as the importer of produce from those countries. The present practice of drawing from this side at sixty days' sight, and from the other at six months' sight, against shipments of manufactured or other goods in the one case, and produce in the other, is not, so far as we can see, borne out by any circumstances of a special or other nature, but is calculated to give an undue advantage to the export trade of India and China over and above the import trade. In the Australian trade the usance is thirty, sixty, and ninety days' sight both ways; and, so far as we are aware, the anomaly we have pointed out does not exist with any other country with which we have commercial relations and exchange transactions. As previously remarked, the practice has doubtless originated with the old East India Company, who were themselves at one time almost the only traders to and from the East, and whose will in all commercial transactions was law. Now it is in the power of the mercantile community at large, by unity and effort, to make such laws for themselves as are subservient to commercial custom and convenience; and we do not see why an extension of the usance on India and China, so as to be more conformable to that *from* those countries, should not become a subject both for inquiry and action on the part of all interested, as well as of such a body as the East India Association, or the "London Chamber of Commerce"—if we only had one.—*Financier.*

A SCENE IN THE SPANISH CORTES.

(*Times.*)

Our Madrid Correspondent writes under date of May 4:—"Public attention is called to the strange inconsistencies of the military tribunals which have been called upon to try military men who refused to take the oaths to King Amadeo. One Council of War in Madrid opened the proceedings by sentencing two young officers to be ignominiously dismissed the army, stripped of their commissions, their pay, their very uniform. Another Council of War, also in Madrid, immediately afterwards sentenced a third young officer to be allowed to present his resignation, but with the right to retain his uniform and commission. In the Balearic Isles the Councils of War assembled to try Generals the Duke of Montpensier, Calonge, Contreras, and Cheste have inflicted upon them exactly what each of them had repeatedly solicited before the advent of the King, and solicited again when ordered to swear to him—namely, to be struck off the army rolls. The same kind consideration has been shown to two or three brigadiers, who had been ordered to air themselves in the balmy breezes of the Balearic Isles. But the climax of the absurdity has been reserved for a Council of War assembled this week in Madrid to try old General Blaser, who not only refused to take the oath, but also refused to budge an inch from his residence at the Escorial when ordered to report himself at Port Mahon. This Council of War has honourably acquitted the sturdy old warrior, Generals Malcampo and Nevaliches are still untried, and the order to consider themselves under arrest in their own houses has been changed into permission to go where they like under their word of honour. General Contreras has arrived in Madrid, and this afternoon took his seat as a Deputy in the Congress. He placed himself on the same bench as Castelar. He has not exactly declared himself Republican, though he allowed himself to be lifted into the Deputyship by Republican votes, as an opponent to the Government, who he thinks have behaved ill to a companion whose sword was ever at his country's service. The Duke of Montpensier has returned to Seville, but will shortly come to Madrid and occupy his seat in the Congress, his election for San Fernando, Cadiz, having been duly ratified. Rumour has it that from his place as a Deputy he intends denouncing the tyrannical act of his banishment to Mahon, and making a full *exposé* of the arrangements between him and 'the Generals,' and others before the Revolution. The Conde de Cheste, during his forced exile in Mahon, was put up by the Opposition for Tolosa, but defeated by the Ministerial candidate, Senor Portilla. When the Congress the other day were discussing this election, the Conservative nobleman Conde de Toreno contested its validity on the ground of undue pressure and illegalities committed by the authorities. The Government denied the charges alleged, and then the Conde de Toreno hinted that to the personal animosity between General Serrano and General Conde de Cheste was probably due the defeat of the latter, as General Serrano had no political shame (*pudor politico*), and doubtless the presence of the Conde de Cheste in the Congress would be very unpalatable to him, for it would evoke recollections of days when they worked together to defend the ex-dynasty from its would-be assailants, and of days when General Serrano was sent twice into exile, when the Conde de Cheste was Captain-General of Madrid. The charge of want of political shame worked the Duke de la Torre into such a passion that he challenged the Conde de Toreno from his seat on the *banco azul* to a duel, creating a terrible scene of excitement in the House. It is proper to record two things—first, that the innuendoes of the Conde de Toreno were very galling and provoking to one so sensitive of his military and political honour as Serrano; and, secondly, that the great good sense of the latter led him to recall, or rather to tone down, the hasty expression almost as soon as it was uttered, by declaring he only meant a moral duel. The Conde had, he said, insulted and injured him, first by stating that to the banishments he (Serrano) had suffered was attributable his animosity to General the Conde de Cheste, and then by accusing him of want of political shame. Conde de Toreno.—'I did not say that.' Serrano (angrily).—'Well, what did you say?' Conde de Toreno.—'I said that for the little political shame one might concede to your Excellency——' Serrano.—'That is the very same. He who concedes little political shame to me is unworthy (*indigno*). Him who concedes little political shame to me I challenge as a gentleman!' (Getting fearfully angry) 'I challenge him to a duel (*le reto á duelo.*)' Great excitement prevailed during this episode, and much sensation ran through the House at its finale. One Deputy demanded that the words should be written down, another called for the reading of the Penal Code against duelling. Serrano cooled down during the interruption, and instantly resumed,—'I say I challenge him to a moral duel here—in the moral and political sphere—to demonstrate to him his injustice. It was neither decorous nor worthy of him to say I had little political shame. In a country of revolutions and convulsions like ours is there any man who has not had to unsay to-morrow what he said to-day? Has not the Conde de Cheste himself pronounced against the constituted Government? Have not all the Generals done it? Is it right to say of them that they have no political shame?' The incident terminated in a general shaking of hands, in a lesson on duelling from Señor Nocedal, and a statement from Serrano that the Deputies might question all his acts as a politician, yet they had no right to assail his moral qualities in any way. 'The political man might be judged, destroyed, decapitated in that place, but the moral man must be left alone.' This outbreak on the part of the President of the Council of Ministers was as nothing to the scene over the elections of Tudela in Navarre. Such is the manner in which the new Legislature has commenced. Query, how will it end?"

THE TICHBORNE CASE IN COURT.

(*Telegraph, May 21.*)

There was a joyousness in Lord Chief Justice Bovill's manner yesterday when he inflicted fines upon the absent jurymen which at once set one thinking of Signor Pellegrini and the cartoon in "Vanity Fair." When the Court met at one, after an adjournment of an hour, there were but nine jurymen present, and messengers were despatched to the houses of those who were absent, warning them of the penalties they were incurring and had incurred. Meanwhile, all concerned were set at liberty for the time; and speculation ran high as to whether it would be possible to proceed with the cause, or whether the sinning jurymen would continue contumacious, and defeat the ends of justice. The rule of only admitting those into court who were provided with tickets was acted on literally; and as ladies greatly preponderated in the seats which are set apart on ordinary occasions for the public, it is fair to suppose either that there are an inordinate number of the fair sex who are directly interested in the case or that the proverbial gallantry of the bench and bar governed the distribution of orders of admission. "Nobody but peeresses!" one of the ushers was heard to remark proudly, but this was figurative. As one o'clock approached, and it was seen that there were no new faces in the jury-box, the suspense and disappointment of the people waiting were very manifest; and when Serjeant Ballantine, Sir John Coleridge, Mr. Hawkins, and the other eminent men engaged in the case returned to their places one by one, it was remarked that they looked puzzled and annoyed. The seats under the gallery behind the barristers and facing the bench, were filled with the friends of the two parties to the suit; those of the claimant to the estate and title occupying the left half of the wooden enclosure, and the ladies and gentlemen whose sympathies are with those who dispute his identity, sitting to the right. The Guelphs and the Ghibellines, when met for hostile purposes, would have been as likely to fuse together amicably as these two rival camps; and an appeal to the police to settle a difference of opinion as to the right to a particular seat was preferred five minutes before the Court re-opened. "Its not we who crowd, its the other side! Some one must have got in without tickets. Mr. Blank had a seat just now, and only wants his own again," and similar fragments, told their story; and then the judge entered, and two old gentlemen were seen to be sitting on each other in turns, in their anxiety to hear and see.

There were only ten men in the jury-box when Chief Justice Bovill cast his beaming glances over it; but when the proper functionary read the names on the list there was one response, and a military-looking gentleman answered from the body of the court when the name of Captain —— was called. He was ordered into the jury-box at once, and entered it with a protesting air. It would convey an erroneous impression to say that Lord Chief Justice Bovill then began to be funny. But it is within the mark to declare that what seemed to be the learned judge's amiable jocosity, gave rise to bursts of laughter in which nearly every one in court joined, and which were permitted to pass unchecked. "Here is a letter from Lord —— saying he's out of town!" was said placidly from the bench, and then in a different voice, and with what in a less exalted personage might be termed a dry low comedy manner, "He does not say when he went!" to which the easily-pleased audience gave applause. These merry preliminaries being over, we heard from the bench that a certain juryman was said to be in court, but irresponsive, and that by not answering to his name he was guilty of more aggravated contempt than if he had kept away. So the list was ordered to be read again, and ushers were despatched to cry outside, and there was a mighty rustle and stir among the barristers and witnesses, but no one else was forthcoming, and there were only eleven men in the box; two of these begged to be excused from serving—Captain —— pleading that he had the honour to belong to her Majesty's Body Guard, and Mr. —— that, as he had in his business capacity charge of moneys pertaining to the Tichborne property, his mind had "an unavoidable bias;" but the judge referred to the Act of Parliament for the first case, and decided that there was no clause exempting gentlemen of the Body Guard from serving on juries, and in the second pronounced that there was nothing in contact with a banking account which should incapacitate a man from arriving at a fair and impartial judgment. Then increased fines were inflicted on the absentees, and the judge smilingly acquainted the jurymen with his reasons for mulcting the other gentlemen so heavily—dilating somewhat upon the duties to the State which a position in society involved. Still, there were only eleven of them present, and it was not until the leading counsel on each side announced that they were agreed to have the cause tried by that number that it was known it would proceed.

The claimant to the estates, the gentleman who declares himself to be Sir Roger Tichborne, looked terribly anxious while this was in suspense. He is an exceedingly stout man, of middle height, and with singularly thick brown hair, small but bushy whiskers bordering a broad face, which is otherwise clean shaven. There are deep furrows on the brow, and the appearance generally is that of one who has undergone hardships and care. There are just such faces and figures as the Sir Roger Tichborne of this case to be seen at the farmers' ordinaries of English market towns, and as part of Serjeant Ballantine's opening speech was necessarily devoted to the personal appearance of his client, it will be seen that it will be discussed and argued upon during the progress of the case.

Serjeant Ballantine was both serious and calm in his opening speech, seeming indeed as if he were studiously abstaining from all appearance of *ad captandum* argument; and determined to admit all the strong points in his opponent's case. He stated the issue boldly; either his client was Sir Roger Tichborne, as he claimed to be, or he was one of the most atrocious impostors who ever existed. Then came pictures of the young man's early life, the neglect he had experienced at home, the eccentricities he had developed, the secretiveness of his character, his making a will at the age of 21, bequeathing a large portion of his estates to a Miss Dorghty, for whom it was said he had an affection; his erratic behaviour when with his regiment, the knowledge of the French language which he is admitted to have almost lost, and details concerning the friends of the family who are said to have recognised him on his return. There were frequent recognitions between the ladies present during its delivery, but no whispering, and it was plain that the majority of the listeners had opinions of their own upon all the facts and names quoted by Serjeant Ballantine. The latter's client sat by the side of Mr. Spofforth, of the firm of Procter, Rose, and Norton (who are his attorneys), during the whole of the proceedings; and listened to the arguments used in favour of his claim as one deeply impressed with the magnitude of the interests he had at stake. This remarkable trial is expected to last many days, during which what Mr. Serjeant Ballantine termed its "complications" will be unravelled and the ownership of the Tichborne estates decided on. No more extraordinary case has ever come before a court of justice.

MISSIONARY OPERATIONS IN CHINA.

In the House of Commons on the 15th May, the Under-Secretary for Foreign Affairs, Lord Enfield (in answer to a question from Mr. Macfie as to whether Her Majesty's Government have any information regarding contemplated restraints on missionaries and other aliens resident in China, and treatment of Christian converts there; and whether instructions how to act in such case have been sent to the representatives of Her Majesty's Government there) said no despatch or further information on the subject adverted to in the telegram from Shanghai, under date April 12, has as yet reached the Foreign-office, and no fresh instructions have in consequence been sent to our diplomatic representatives in China. Previous instructions have, however, prepared our officials how to act in any emergency or contingency that may arise, and we could safely rely upon their judgment and discretion in the execution of their duties.

MISS BURDETT-COUTTS A PEERESS.

Miss Burdett Coutts has been raised to the peerage by the title of Baroness Burdett Coutts. The *Post* pays a graceful tribute to the new baroness:—

The Sovereign, whose last bestowal of titles was on arms and diplomacy, now places a coronet on the brow of a lady whose charitable life and universal beneficence have won for her the deep respect and regard of her fellow-countrymen. No brighter title exists to the honour of the peerage. It has been reserved for Queen Victoria to confer the patent of nobility upon a lady for her own deserts alone, and to show to the world that Her Majesty knows how to appreciate distinguished virtue, and how to offer to it a public tribute which is due from the whole kingdom, and which, though it cannot add to the fame or popular esteem of the recipient, is due to her as an acknowledgment of bounties as large and generous as the heart which has so constantly prompted them. The catalogue of Miss Coutts' good deeds and anxious endeavours to ameliorate the condition of the poor is far too long for enumeration. Her mere name suggests a host of charities, and if, as of old, the bearer of a title were bound to bring troops to rally round the Sovereign, no baron in all England could raise such a legion as the lady whose name is a household word wherever there is want or suffering.

MALOO TEA IN THE HOUSE OF COMMONS.

On the 18th May, Lord E. Cecil asked the Secretary of State for the Home Department whether his attention had been drawn to a statement recently made by Dr. Letheby, before the Commissioners of Sewers, to the effect that 600 half-chests of so-called Moning congou tea, described as composed of broken-down and rotten leaves of tea and other plants mixed with earthy matter and iron filings, had been sold by public auction at the Commercial Sale Rooms, Mincing-lane, during the last month; and whether, in view of a very similar sale having been made the subject of legal proceedings only last year, the right hon. gentleman proposed to do anything towards the protection of the health and pockets of all classes of Her Majesty's subjects, both by assisting to bring the present offenders to justice as well as by redeeming the assurance given by him to the House last Session, that he would give the whole subject of adulteration his best consideration in order to bring about an improvement of the existing law.

Mr. Bruce said that in consequence of having received notice of this question only this morning it had been impossible for him to make sufficient inquiries as to the accuracy of the statement; but, presuming the facts were accurately stated, he saw no reason against the offenders being prosecuted by the Solicitor to the Excise for a breach of the Act of George IV. with respect to the adulteration of tea. As regards the amendment of the law, he stated that the weak points in the existing statute were the insufficient penalties and the want of some person who under all circumstances would undertake prosecutions under the Act. The Bill introduced by the hon. member for Birmingham on the subject considerably increased the penalties, and although he regretted that it dealt only with a portion of the defects in the present law it was clearly an improvement, and he purposed supporting it. The second and much more difficult point required further consideration.—*Times*, 19th May.

THE BURMESE VISITORS TO LIVERPOOL.

On 10th May, Paden Woon, Moung Whew, and Moung Oung Thoo, three of the Burmese envoys, were entertained by the president of the Chamber of Commerce (Mr. W. B. Forwood) at dinner at the Adelphi Hotel. The other guests included Capt Sprye, the Rev. S. Armour, Lieutenant-Colonel Trimble; Messrs. F. Prange and W. Fergusson, vice-presidents of the Chamber of Commerce; Messrs. Douglas, R. Johnson, E. K. Muspratt, J. Patterson, Clark, F. Reid, H. Duckworth, Meade-King, Bernard Hall, P. Keith, Coke, Challcross, chairman of the Shipowners' Association; T. B. Forwood, A. B. Forwood, and G. Cunliffe, president of the Corn Association. After the usual loyal toasts, the Chairman proposed the health of the King of Burmah, the friend and ally of our Queen, the Empress of India, and in so doing spoke of his Majesty's hospitality and enlightened character. He congratulated the King upon the choice he had made of envoys, and said he felt that their visit could not do otherwise than cement the best feeling between the two countries. The toast of the evening, "The Burmese Envoys," was also proposed by the chairman, who said that when he understood it was the intention of the Burmese envoys to visit this town he felt that it was his duty, as president of the Chamber of Commerce, to give expression to the desire of that association and accord them a hearty welcome. For many years the chamber had been endeavouring to promote extended trade with Burmah, and through Burmah with the adjoining states of Western China; and he expressed his regret that Captain Sprye's efforts in this cause had not met with the success they so well deserved. He believed that the mission from Burmah would be the harbinger of great good. England had been accustomed to send her pioneers to the east and to the west, but this, he thought, was the first mission for trading purposes which had ever been undertaken by any great Eastern state. He trusted, therefore, that the example of the King of Burmah would be followed by many of his neighbouring sovereigns. The toast having been drunk with much cordiality, the Paden Woon, who spoke English with fluency, said—Mr. President of the Chamber of Commerce and Gentlemen,—Amongst the many interesting and agreeable communications it will be my duty, on my return to London from this visit to your great commercial port, to make to my Government, it will be most gratifying to me to report the more than kind and hospitable reception the authorities of Liverpool have been pleased to extend to me—applause—and I feel confident that my account of the hospitality with which the Liverpool Chamber of Commerce has honoured me will be amongst the most pleasing information to the Ministers of my Sovereign—(Applause.) You may be assured that the cordial manner in which you have proposed the health of my august Sovereign—(applause)—and the cordiality with which the toast has been drunk, will be communicated by the Ministers to his Majesty and duly appreciated.—(Applause.) I beg to return you, Mr. President and gentlemen, my sincere thanks and those of my friends for the honour you have done us—(Applause.) Several other toasts followed. On Wednesday following Paden Woon visited the flower show in St. George's-hall, and was greatly gratified by recognising in many of our exotic plants indigenous inhabitants of the far distant and more genial land to which he owes his birth. On Wednesday, too, our distinguished visitors enjoyed at Court-hey the hospitality of the brother of the Premier of England, and Paden Woon is loud in praise of the distinguished manner in which he was entertained by Mr. Robertson Gladstone. Returning to Liverpool in the evening they visited the Prince of Wales Theatre. On Thursday they inspected the Sailors' Home, and afterwards the Post-office. They also visited the Windsor Ironworks, under the guidance of Mr. Robertson Gladstone, and had there the pleasure of seeing four steamers in embryo intended for the service of their master, the King of Burmah. On Friday they went to the Alkai country, and at Sutton Oak saw the extensive works of the London and Manchester Plate-glass Co. Then, after having lunched with Mr. Robert Daglish, they visited the great chemical works of Mr. A. G. Kurtz. Returning to Liverpool, the envoys departed in the afternoon for London.—*Albion.*

COMMERCIAL INTELLIGENCE.

JULY 1ST, EVENING.

A small consumptive demand has existed for Bengal drug throughout the day, no doubt owing to high prices, yet Patna under speculative influence has advanced to $607½ to $610; Benares $595 to $597½ on credit terms. In Malwa nothing has been done.

JULY 2ND, EVENING.

A good amount of business of a speculative nature has been done in Patna, sales of which have been reported at $612½ to $615, to a small extent on credit terms, to the natives, and that of Benares at $602½ to $605. The steamers *Historian* and *China* arrived this evening from Calcutta, bringing between them about 1,775 chests of Bengal drug. In Malwa, nothing doing, it is nominally quoted at $645 to $650.

JULY 3RD, MORNING.

Patna $612½ to $615, Benares $602½ to $605, unsteady, and subject to fluctuation under speculative influence. Malwa $640 to $645, nominal.

The share market is gradually improving. Banks have further advanced, and sales of old have been made at 40 per cent. prem., and new at 36 per cent. for cash, closing firm with an upward tendency. In Fire shares, Hongkongs are in demand at $302½ to $305 for cash, Chinas at $55, and Victorias at $45. Steamboats are steady at 34 per cent. premium for cash, and 37 per cent. for end of August. There is nothing doing in other stocks.

EXCHANGE.

ON LONDON.—
Bank Bills, at 30 days' sight.... 4/4½
Bank Bills, at 6 months' sight, 4/4¾
Credits, at 6 months' sight 4/5¼
Documentary Bills, at 6 months' sight.................. 4/5¼ to 4/5¾
Bank Bills on demand,......... 4/4

ON NEW YORK—
Private, 5 months' sight......... —

ON BOMBAY.—Bank, 3 days' sight 228½

ON CALCUTTA.—Bank, 3 days' sight 228½

ON SHANGHAI.—
Bank, 3 days' sight................73½
Bank, 15 days' sight...............73¾
Private, 30 days' sight..............74

SHARES.

Hongkong Bank Shares, Old—40 per cent. premium.
Hongkong Bank Shares, New—36 per cent. premium.
Union Insurance Society of Canton, new shares—$1,300 per share premium.
China Traders' Insurance Company's Shares—$2,300 per share premium.
China and Japan Marine Insurance—Tls. 50 per share premium.
Chinese Insurance Company.—$70 per share premium.
Hongkong Fire Insurance Company's Shares—$302½ to $305 per share premium.
China Fire Insurance Company's Shares—$55 per share premium.
Victoria Fire Insurance Company's Shares—$45 per share premium.
Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—34 per cent. prem.
Shanghai Steam Navigation Company—Tls. 30 per share premium.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.
China and Straits Steam Navigation Company—20 per cent. discount.
Hongkong Gas Company's Shares—$60 per share.
Hongkong Hotel Company's Shares—60 per cent. discount.
Hongkong Distillery Company—10 per cent. premium, nominal.
Indo-Chinese Sugar Company—$15 per share discount.

SALES ON JULY 1ST, 1871.
As reported by Chinese.

Saigon Rice, 8,500 piculs, at $2.13, by Kwong-cheong-loong to Hongkong merchant.
Black Beans, 3,000 piculs, at $1.82, by Hing-tai-chan to Hongkong merchant.
Saigon Rice, 4,000 piculs, at $2.24, by Hop-hing to Hongkong merchant.
Saigon Rice, 3,000 piculs, at $2.11, by Hop-hing to Macao merchant.
Baroos Camphor, 20 catties, at $2,550.00, by Hop-hing to travelling merchant.
White Sugar, 200 piculs, at $5.60, by Hop-hing to travelling merchant.
Elephants' Teeth, 20 pieces, at $112.00, by Parsee merchant to Hongkong merchant.
White Shirtings, 400 pieces, at $3.50, by foreign merchant to Hongkong merchant.
Saigon Rice, 4,000 piculs, at $2.13, by Fook-mow-loong to Hongkong merchant.
Flat Iron, 300 bundles, at $3.80, by foreign merchant to Hongkong merchant.
Nail Rod Iron, No. 5-6, 3,000 bundles, at $2.65, by Yee-on to foreign merchant.
Saigon Rice, 3,000 piculs, at $2.13, by Kim-fung to Hongkong merchant.
Vermicelli, 100 piculs, at $6.85, by Kin-fung to Hongkong merchant.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for

REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP;
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

J. S. LAMONT,
Superintendent.

The list of Charges for lighting or remetaling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

ALBION HOTEL,
No. 18, HOLLYWOOD ROAD, HONGKONG.

G. W. SNELLING, *Proprietor.*

THIS new and Commodious Hotel is situated in a quiet and healthy part of the Town, commanding a full view of the Harbour, and is from its situation well adapted to afford a comfortable and pleasant place of sojourn to Families visiting the City. Hot and Cold Baths at all hours of the day.

PRIVATE DINING ROOMS AND RESTAURANT.

Breakfast ... ... at 9 A.M.
Tiffin... ... ... at 1 P.M.
Dinner... ... ... at 7 P.M.
1m 1058 Hongkong, 22nd June, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

Notices of Firms.

NOTICE.

MR. J. H. DOS REMEDIOS is admitted partner in our Firm from this date.
J. J. DOS REMEDIOS & Co.
1m 1116 Hongkong, 1st July, 1871.

NOTICE.

THE Partnership hitherto existing between WILLIAM CLARK EASTLACK and HENRY HOLMES WINN, as Dental Surgeons, is this day dissolved by mutual consent and the efflux of time.
W. C. EASTLACK, D.D.S.
H. H. WINN, D.D.S.
2m 867 Hongkong, 8th May, 1871.

NOTICE.

MR. GEORGE S. HARDY is authorized to sign our Firm, per procuration, in Foochow, from this date.
BIRLEY & Co.
tf 804 Hongkong, 8th May, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.
L. FRICKEL & Co.
tf 2002 Hongkong, 21st October, 1869.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

THE interest and responsibility of Mr. THEODOR PROBST, in our firm, ceases from this date.
WM. PUSTAU & Co.
Hongkong and China,
7th of February, 1871. [6m 25

MR. E. W. VON BERGEN retired from our firm, and his interest and responsibility therein ceased, on the 31st December, 1870.
DEETJEN & VON BERGEN.
Hongkong, 14th April, 1871.

I SHALL continue the business hitherto carried on under the name of DEETJEN & VON BERGEN from this day, under my own name, as DEETJEN & Co.
Mr. ADOLF STRACK is authorized to sign the firm, per procuration.
EDUARD DEETJEN.
3m 642 Hongkong, 15th April, 1871.

NOTICE.

THE interest and responsibility of Mr. EDWARD PETTIT in our Firm ceased on the 31st December last.
Mr. ALFRED HUTCHISON was admitted a Partner therein on the 1st January.
DEACON & Co.
tf 397 Canton, 1st March, 1871.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

Houses, Lands, Tenements, &c.

TO LET.

TO LET.

THE PREMISES, recently occupied by C. LANGDON DAVIS, Esq., Peddar's Wharf, consisting of five rooms and two verandahs.
The OFFICE, recently occupied by ROBERT MCMURDO, Esq., Peddar's Wharf.
The OFFICES, recently occupied by C. D. WILLIAMS, Esq., with verandah on the Praya, Peddar's Wharf.
Apply to
GEORGE F. HEARD,
Executor, Estate of
J. B. ENDICOTT, *deceased.*
tf 916 Hongkong, 27th May, 1871.

TO LET.

A TWO-STALL STABLE and COACH HOUSE, in Seymour Road. Apply to
G. FALCONER & Co.
tf 828 Hongkong, 11th May, 1871.

TO LET.

THAT commodious family RESIDENCE in Chancery Lane, (at present in the occupation of W. H. BRERETON, Esq.), containing 10 Rooms, Out Offices, with a 4 Stall Stable and Coach House. Possession can be had on 1st June. Apply to
G. FALCONER & Co.
tf 769 Hongkong, 5th May, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET.
With possession early in April.

THAT very desirable RESIDENCE, Glenseskin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.

THE Commodious GODOWNS, Business PREMISES and RESIDENCE, formerly occupied by Messrs. MELCHERS & Co., situated at the junction of Graham and Wellington Streets.
Gas and Water laid on. Possession may be taken in March next. Apply to
T. G. LINSTEAD.
tf 182 Hongkong, 30th January, 1871.

TO BE LET.

THE Commodious Offices and Godowns formerly in the occupation of Messrs. HOLLIDAY, WISE & Co., situated on Marine Lot 11, and fronting the Praya. Possession can be had on 1st April next.
For particulars of rent, &c. Apply to
TURNER & Co.
tf 76 Hongkong, 13th January, 1871.

TO LET.

THE HOUSE, No. 5, *West Terrace.* Possession from 1st March, 1871. Apply to
THOMAS WALLACE,
East Point.
tf 324 Hongkong, 17th February, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET.
(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

A. MILLAR & CO.,
HOUSE, SHIP AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON via SUEZ CANAL	Sea Gull (str.)		Canton	Gibb, Livingston & Co.	Quick dispatch.
Do. Do.	Achilles (str.)		Hongkong	Butterfield & Swire	On or about the 5th July.
LONDON	Norman Court	Andrew Shewan	Whampoa	Deacon & Co.	Quick dispatch.
Do.	Chin Chin	Legrand	Hongkong	Norton, Lyall & Co.	Quick dispatch.
NEW YORK	Rookwood		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Sir Harry Parkes	Chapman	Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Cingala	Stitt	Hongkong	Olyphant & Co.	Quick dispatch.
SAN FRANCISCO	Portlaw	Rico	Hongkong	Russell & Co.	Quick dispatch.
Do.	Nellie Hastings	Hall	Hongkong	Olyphant & Co.	Quick dispatch.
DUNEDIN, WELLINGTON, &c.	Union	Le Balle	Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Salatia	Jackson	Hongkong	Russell & Co.	Quick dispatch.
Do. Do.	Mary Hamilton	Mitchell	Hongkong	Russell & Co.	Quick dispatch.
HONOLULU	Frances	Field	Hongkong	Russell & Co.	Quick dispatch.
MANILA	Villa de Rivadavia	Castillo	Hongkong	Brandao & Co.	Quick dispatch.
Do.	Y. y Seis Hermanos	Balbas	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Azof (str.)	Punchard	Hongkong	Landstein & Co.	To-day, at 10 A.M.
SAIGON AND SINGAPORE	Venus (str.)		Hongkong	Augustine Heard & Co.	To-morrow, at 4 P.M.
SHANGHAI	Suwonada (str)		Hongkong	Augustine Heard & Co.	To-day, at 4 P.M.
Do. via NINGPO	Rona (str.)		Hongkong	Olyphant & Co.	Quick dispatch.
Do.	Norna (str.)	Dundas	Hongkong	Wm. Pustau & Co.	To-day, at 4 P.M.
Do.	Endeavour	Warland	Hongkong	Bull, Purdon & Co.	On or about the 8th inst.
SWATOW, AMOY & FOOCHOW	Kwang-Tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-day, at noon.
Do. Do. Do.	Douglas (str.)	Toppin	Hongkong	Douglas Lapraik & Co.	Quick dispatch.

For Sale.

SAYLE & CO.,
SILK MERCERS, TAILORS, GENERAL WAREHOUSEMEN,
VICTORIA EXCHANGE, HONGKONG.
NANKIN AND SZECHUEN ROADS, SHANGHAI.

Respectfully announce that in anticipation of the early arrival of their SPRING STOCK, they have greatly reduced the prices of their WINTER GOODS, an early inspection of which they solicit from intending purchasers.

SILKS, Plain, Fancy, and Shot.
NORWICH REPS, all wool WINCEYS, PLAIDS and CAMLETS.
JACKETS,
Cloth, Velvet, Silk and Sealskin.
The various CLANS on all Wool SHAWLS.
Linen COLLARS and CUFFS,
Embroidered Lace COLLARS and CUFFS, the most approved styles.
In the Juvenile and Ladies' HOSIERY and UNDERCLOTHING will be found some special lines.

Gents' Wool HOSIERY,
SOCKS, UNDER VESTS, PANTS
CRIMEANS,
CARDIGAN JACKETS and VESTS,
SLEEPING SUITS,
DRESSING GOWNS.

Tailoring under the Superintendence of experienced CUTTERS.
Lounge COATS.
Office do.
Walking do.
Visiting do.
Dress SUITS.
Light Texture OVERCOATS.
} From the best English manufacturers.
Making to order, TWEED SUITS at very low prices.

The FURNISHING we have confidence in recommending that good value will be obtained
Brussels & Tapestry CARPETS.
Velvet Pile CARPETS.
A few made up Squares and Sofa CARPETS.
OIL-CLOTH for Halls, Passages, Stairs, &c.
Coir MATTING and MATS.
All Wool REPS and DAMASKS, for Curtains.
TABLE CLOTHS, a large assortment.
The Eider Down QUILT.
Carriage and Travelling RUGS.
SAYLE & Co.

Ex S. S. "Priam."

LADIES' and Gentlemen's Kid GLOVES.
Billiard CLOTH.
Gentlemen's Twill SHIRTS, (new styles.)
WRISTBANDS.
A large parcel of Black SILKS, bought very cheap.
Muslin trimmed and Lace COLLARS and CUFFS.
Gold CORD.
UMBRELLAS.
SAYLE & Co.
Hongkong, 31st January, 1871.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET, (Red Seal),
Selected by the undersigned, may be had for $24.
G. DUBOST & Co.
3m 935 Hongkong, 31st May, 1871.

FOR SALE.

BRANDY, Fine Bois.
" Fine Champagne.
CLARET, Breakfast.
" Dinner.
Sparking HOCK.
" MOSELLE.
Still HOCK.
F. PEIL,
tf 310 Hongkong, 15th February, 1871.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE, with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Flotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 894 Hongkong, 24th May, 1871.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, by the Rev. W. LOBSCHEID, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations, has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

FOR SALE.

Ex "Belted Will," "Cornwvia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins.*
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders, in quarts and pints.
Duff Gordon's SHERRIES, different seals.
Superior Old Vintage PORT.
Hennessy's BRANDY, 1 star and 3 stars.
AVH GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
PRIME DANISH BUTTER, in 7 lbs. Tins.
Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENIER'S CHOCOLATE, *yellow, brown,* and *pink.*
At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3.50 upwards.
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOCK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynand FOKINKS, double Orange CURACOA.
At LAMMERT, ATKINSON & Co.
tf 907 Hongkong, 25th May, 1871.

FOR SALE.

CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

FOR SALE.

FINEST Cavito CIGARS and CHEROOTS, in boxes of 200 and 500; finest and real Havana CIGARS, in boxes of 50 and 100.
Vienna BOOTS, $4.00 per pair.
Dress " $4.50.
Just received.
per French Mail "DONNAI."
FINEST TURKISH TOBACCO.
H. N. RICKERTZEN.
tf 918 Hongkong, 27th May, 1871.

TATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.

FOR SALE.

Ex Str. "Bernard," just arrived.
RUSS. CIGARETTES, "La Ferme."
Real Havanna CIGARS, in 1/10, 1/20 boxes.
Also,
English and American
SNUFF and SMOKING TOBACCO.
FINEST
Cavite and Manila } CIGARS and CHEROOTS.
MEERSCHAUM PIPES, &c., &c.
J. C. KRUSE.
Queen's Road, No. 10.
tf 1013 Hongkong, 15th June, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.
It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.
In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN, and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—
Messrs. DROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange San Francisco.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"KWANG-TUNG,"
Captain Pitman, will leave for the above Ports TO-DAY, the 3rd July, at noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1113 Hongkong, 30th June, 1871.

FOR SHANGHAI via NINGPO,
(Taking cargo at through rates to HANKOW).

THE U. S. N. Company's Steamer
"RONA,"
will have immediate despatch for the above ports.
For Freight or Passage, apply to
OLYPHANT & Co.,
Agents.
tf 1111 Hongkong, 29th June, 1871.

FOR LONDON, via SUEZ CANAL,
Calling at SINGAPORE, *and taking Cargo, to be transhipped at* PORT SAID, *for the principal* PORTS *in the* MEDITERRANEAN *at through rates.*

THE O. S. S. Co.'s Steamship
"ACHILLES,"
will be dispatched on or about 5th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
9d 1089 Hongkong, 27th June, 1871.

FOR MANILA.

THE *A* 1 Spanish Barque
"YSABELITA Y SEIS HERMANOS,"
Captain Balbas, will have quick despatch for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1018 Hongkong, 16th June, 1871.

FOR SHANGHAI.

THE American Ship
"ENDEAVOUR,"
Capt. Warland, will be despatched for the above port on or about the 8th proximo.
For Freight, apply to
BULL, PURDON & Co.
tf 1078 Hongkong, 26th June, 1870.

FOR NEW YORK.

THE *A* 1 British Barque
"ROOKWOOD,"
will load at this and Whampoa for the above port, and have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1065 Hongkong, 23rd June, 1871.

FOR NEW YORK.

THE British Ship
"SIR HARRY PARKES,"
Chapman, Master, will load here and at Whampoa for the above port.
For Freight, apply to
AUGUSTINE HEARD & Co.
6w 978 Hongkong, 8th June, 1871.

FOR SAN FRANCISCO.

THE American Brig
"NELLIE HASTINGS,"
Hall, Master, will have quick despatch for the above port.
For Freight, apply to
OLYPHANT & Co.
tf 1004 Hongkong, 13th June, 1871.

FOR DUNEDIN, WELLINGTON, AND AUCKLAND, NEW ZEALAND.

THE *A* 1 French Barque
"UNION,"
Captain Le Balle, has room for a limited amount of Cargo, and will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1003 Hongkong, 13th June, 1871.

FOR SAN FRANCISCO.

THE *A* 1 British Ship
"PORTLAW,"
Rice, Master, will have early despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 796 Hongkong, 8th May, 1871.

FOR HONOLULU.

THE *A* 1 American Barque
"FRANCES,"
Captain Field, will have immediate despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1024 Hongkong, 17th June, 1871.

FOR NEW YORK.

THE *A* 1 14 Years British Clipper Ship
"CINGALA,"
Stitt, Master, will load at this and Whampoa, and have early despatch for the above port, and has room for a limited amount of Cargo, for which apply to
OLYPHANT & Co.
tf 944 Hongkong, 1st June, 1871.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 British Barque
"SALACIA,"
Captain Jackson, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1002 Hongkong, 13th June, 1871.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 British Barque
"MARY HAMILTON,"
Mitchell, Master, having the greater portion of her cargo engaged, will meet with early despatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1080 Hongkong, 26th June, 1871.

FOR MANILA.

THE Spanish Brig
"VILLA DE RIVADAVIA,"
Captain Castillo, having a great portion of her Cargo engaged, will be despatched for the above port on or about the 28th instant.
For Freight or Passage, apply to
BRANDAO & Co.
tf 1034 Hongkong, 20th June, 1871.

FOR LONDON.

THE *A* 1 Clipper Ship
"NORMAN COURT,"
Captain Andrew Shewan, with a considerable portion of her cargo engaged, will load at Whampoa and Macao.
For freight, apply to Messrs. DEACON & Co., Canton.
TURNER & Co.
tf 865 Hongkong, 18th May, 1871.

FOR LONDON,
With General Cargo, having the greater portion of her Cargo engaged.

THE *A* 1 British Barque
"CHIN CHIN,"
342 Tons, Captain Legrand, will have early despatch.
For Freight, apply to
NORTON, LYALL & Co.
tf 1038 Hongkong, 20th June, 1871.

Vessels on the Berth.

FOR MANILA.

THE Steamship
"AZOF,"
Capt. Punchard, will leave this for the above port TO-DAY, the 3rd instant, at 10 A.M.
For Freight or Passage, apply to
LANDSTEIN & Co.
3d 1114 Hongkong, 1st July, 1871.

FOR SHANGHAI.

THE Steamer
"SUWONADA,"
will be despatched for the above port at 4 P.M. TO-DAY, the 3rd instant.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
3d 1117 Hongkong, 1st July, 1871.

FOR LONDON, via SUEZ CANAL.

THE British Steamer
"SEA GULL,"
will load at Canton and Macao.
For particulars as to Freight, &c., apply to
GIBB, LIVINGSTON & Co.
tf 1031 Hongkong, 19th June, 1871.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, MARSEILLES, AND OTHER MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*KHEDIVE*," Capt. J. W. STEWARD, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on FRIDAY, the 7th July, at noon.

Cargo will be received on board until noon, and Specie until noon and Parcels until 2 P.M. on the 6th July.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. MCIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 30th June, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, BOMBAY, MAHE, ST. DENIS, PORT LOUIS.

ON FRIDAY, the 14th July, at noon, the Company's Steamship "*TIGRE*," Commandant BOILEVE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M., Specie and Parcels until 5 P.M. on the 13th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 1st July, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S.S. *JAPAN*, Captain J. H. FREEMAN, will leave Hongkong for San Francisco via Yokohama on WEDNESDAY, the 12th July next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The *JAPAN* will be due at San Francisco August 12th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets, and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued for Yokohama and other Japan ports at one and a half regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 11th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.
Hongkong, June 13th, 1871.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
51 & 52, QUEEN'S ROAD, HONGKONG. [Ap

HONGKONG STEAM BAKERY,
Office—Opposite the Oriental Bank.

MESSRS. D. NOWROJEE & Co., established in the year 1858, beg to inform their Customers and the public generally, that they have just set up a Steam Bakery in their premises, which has enabled them to reduce their rates, without interfering with the well known superior qualities of their Articles.

They are now enabled to offer their Bread and Biscuits of the best quality at following reduced rates:—

Square, Twist, Cottage, and French loaves................ $0.07 per lb.
Soda and Cracker Biscuits,
6 lbs. tins,..................... 0.75 each.
12 " .... 1.50 "
Butter and Sweet Biscuits.... 0.30 per lb.
Cabin Biscuits.................. 0.07 "

NOTICE TO SHIPMASTERS.

CAPTAINS are invited to inspect the new steam machine-made Soda, Cracker, Cabin and Ship BISCUITS, at the lowest rates.
D. NOWROJEE & Co.
tf 1431 Hongkong, 2nd August, 1870.

Post-Office Notifications.

A mail will close.

For Manila.—Per *Villa de Rivadavia*, today, the 3rd July, at 11.30 A.M.
For Swatow, Amoy, and Foochow.—Per *Kwang-Tung*, to-day, the 3rd July, at 11.30 A.M.
For Shanghai.—Per *Suwonada*, to-day, the 3rd July, at 3.30 P.M.
For San Francisco.—Per Ship *Portlaw*, today, the 3rd instant, at 4.30 P.M.

MAILS BY THE "*ENGLISH PACKET*."

The English Contract Packet "*KHEDIVE*," will be dispatched with the usual Mails for Europe, &c., on FRIDAY, the 7th July, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 6th July.

The Post-Office will be open until 7 P.M. on the 6th July.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 7th July.

Letters may be posted until 10 A.M. on the 7th July, without late fee.

Letters posted after 10 A.M. on the 7th July, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The Latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 7th July.

Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 30th June, 1871.

It is hereby notified that correspondence for the United Kingdom or for the Continent, sent in the Mails by French Packet, will be carried on to Marseilles, and that therefore all Letters, Books Prices, Current, Newspapers, Packets of Patterns, &c., which may be specially addressed viâ Alexandria, viâ Trieste, or viâ Brindisi, will *not* be forwarded by the French Packets, as only Letters, &c., intended to be transmitted by the Marseilles route can be sent in the Mails by the French line.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 30th June, 1871.

It is hereby notified that, in future, Patterns or Samples of Merchandize of no intrinsic value may be sent from Hongkong, or from any of the British Post Office Agencies in China and Japan, to Spain and the Balearic and the Canary Islands, *viâ Southampton*, subject to the following Regulations.

1st.—The postage must be prepaid.

2nd.—There must be no writing, in addition to the address of the person for whom the packet is intended, and the address of the sender other than a manufacturer's or trade mark and numbers, and the prices of the articles.

3rd.—The Patterns or Samples must be sent in covers open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, and so forth, which cannot be sent in open cover, may be inclosed in bags of linen, paper, or other material, tied at the neck with a string, so that the Officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

4th.—No Packet of Patterns must exceed two feet, British, in length, or one foot, British, in width or depth.

No article likely to injure the contents of the mail bags, or the person of any Officer of the Post Office, may be sent through the Post as a pattern.

If either of the foregoing rules be infringed, the packet will not be forwarded. The rates of postage chargeable will be as follows:—

FOR A PACKET.

Not exceeding 2 oz., 8 cents.
Above 2 oz., and not exceeding 4 oz., 16 cents.
" 4 " " 8 " 32 "
" 8 " " 12 " 48 "
" 12 " " 1 lb. 64 "
Every additional 4 ounces, 16 cents.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong 13th February, 1871.

Arrangements having been made by the French Post Office for embarking and disembarking the British Overland Mails to and from France at Brindisi, thereby necessitating the payment by the French Post Office of a transit rate to the Italian Post Office, it has been determined to augment the rate of postage on letters exchanged in the direct Mails between Hongkong and the French Post Office.

The rates of postage chargeable in Hongkong upon letters sent to France and countries through France will, in future, be as follows, viz.:—

To France, Algeria, the French Offices in Turkey (except Constantinople), and the Office at Tunis and Tangiers, 22 cents per ¼ ounce.

To Jaffa, Beyrouth, Tripoli (Syria), Latakia, Alexandretta, Messina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipoli, Ineboli, Kerassun, Salonica, Samsoun, Sinope, Sulina, Trebizond, Tultcha, Varna, Galatz, and Ibraila, 22 cents per ¼ ounce.

To Spain and Gibraltar, 24 cents per ¼ ounce.

To the Grand Duchies of Luxemburgh and Baden, Belgium, the Netherlands, Portugal, Rhenish Prussia, Bavaria, Wurtemburg, the Principalities of Hohenzollern, Birkenfeld, Hesse-Homburg, Lippe, Schwartzburg-Rudolstadt and Reuss, the Duchies of Nassau, Saxe-Coburg-Gotha and Saxe-Meiningen-Hildburghausen, Hesse-Electoral, Hesse-Darmstadt, the Duchy of Saxe-Weimar-Eisenach, the Free Cities of Frankfort-on-the-Maine, Hamburgh, Bremen, and Lubeck, Switzerland, and Italy, 26 cents per ¼ ounce.

To *Countries beyond Sea without distinction*, 28 cents per ¼ ounce.

To Prussia (Rhenish Provinces excepted), Hanover, Saxony, the Grand Duchies of Mecklenburgh Schwerin and Mecklenburgh Strelitz, Duchy of Brunswick, Grand Duchy of Oldenburg (the Principality of Birkenfeld excepted), the Duchy of Anhalt, the Austrian Provinces, Belgrade, *Servia* (Belgrade excepted), *Montenegro*, Schleswig and Holstein, 30 cents per ¼ ounce.

To Denmark, the Papal States and Austria, 32 cents per ¼ ounce.

To Moldavia, Wallachia, Turkey in Europe, Sweden, Norway, Poland, and Russia, 44 cents per ¼ ounce.

Pre-payment is compulsory in the case of Letters for Spain, Gibraltar, Countries beyond Sea, Servia (Belgrade excepted), and Montenegro.

Letters may be registered to all the above places, except Spain, Portugal and Gibraltar, and the Austrian Provinces; the fee for registration is the same amount as the postage on each letter respectively.

Newspapers and Prices Current cannot be prepaid.

F. W. MITCHELL,
Postmaster-General.
General Post Office,
Hongkong, 13th February, 1871.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz.:—

For a packet not exceeding 1 ounce in weight.............................. 2 cents.
For a packet above 1 ounce not exceeding 2 ounces............................ 4 "
For a packet above 2 ounces not exceeding 4 ounces........................... 8 "
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 12th April, 1870.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—

On sums not exceeding £2..........18 cents.
Above £2 and not exceeding £5....36 "
Above £5 and not exceeding £7....54 "
Above £7 and not exceeding £10...72 "

F. W. MITCHELL,
Postmaster General.
Hongkong, 15th July, 1870.

Extracts.

Reine D'Amour.

(From "Lyrical Poems." By Francis Turner Palgrave, late fellow of Exeter College, Oxford.)

Close as the stars along the sky
The flowers were in the mead,
The purple heart, and golden eye,
And crimson-flaming weed:—
And each one sigh'd as I went by
And touch'd my garment green,
And bade me wear her on my heart
And take her for my Queen
Of Love,—
And take her for my Queen.

And one in virgin white was drest
With lowly gracious head;
And one unveil'd a burning breast
With Love's own ardour red:
All rainbow bright with laughter light,
They flicker'd o'er the green,
Each whispering I should pluck her there
And take her as my Queen
Of Love,—
And take her as my Queen.

But sudden at my feet look'd up
A little star-like thing,
Pure odour in pure perfect cup,
That made my bosom sing.
'Twas not for size, nor gorgeous dyes,
But her own self, I ween,
Her own sweet self, that made me stoop
And take her for my Queen
Of Love,—
And take her for my Queen.

Now all day long and every day
Her beauty on me grows,
And holds with stronger sweeter sway
Than lily or than rose;
And this one star outshines by far
All in the meadow green;—
And so I wear her on my heart
And take her for my Queen
Of Love;—
And take her for my Queen.

A Field-day at Shoeburyness.

After a truce of some months duration, the battle between the guns and the shields has commenced again. Not, as of old, are smooth-bore guns pitted against 4½-inch plates; now the guns throw pointed projectiles of 400lb., 600lb., or 700lb., and the target, made to represent the turrets of our new ironclads, was faced with a solid plate 14 inches thick. The iron-plated targets were two in number; the first, called No. 34, professed to be a copy of the strong turrets which are to contain the heavy guns of the *Devastation*, *Thunderer*, *Fury*, and *Rupert*. Opposed to the action of the shot there was first a solid 14-inch plate, then 9 inches of teak; then 6 inches of teak fitted in horizontal stringers, which rested on a skin of boiler plate 2⅛in. thick. There were the usual supports, and the target was fastened down to horizontal iron plates on the ground. The whole structure was bent into the form of part of the outside of a turret. But it did not accurately represent the turrets of the great new ironclads, for the plates which face them are for the most part only 12in. thick. It is only in the weak parts round the port-hole that 14 inches of iron are disposed to meet the first impact of the shot. Again, strong as the *Devastation* and her sister ships are, their hulls are by no means so strongly protected as their turrets. As the *Hercules* target only represented the strongest part of the *Hercules*, so does this No. 34 target only represent the defences to the guns of the *Devastation*, and not the protection of her water-line. But, on the other hand, the guns are used under more favourable conditions than any likely to occur in war, for it is seldom that a ship in motion can present so fair a mark as that afforded by the target yesterday. Seldom, indeed, will two ships lie exactly opposite to each other, and yet more seldom will a shot strike directly perpendicular upon the curved surface. A few feet to the right or left will make all the difference in the thickness of the defensive armour to be overcome by the projectiles, and occasionally it may glance off altogether. Putting both the deviations from practical probability against each other, it is hard to say which was the more favoured, the gun or the target.

The second target was an experimental one —No. 35,—and it was intended to decide whether solid plates 14 inches thick have any advantage over the same amount of iron disposed in two layers, with wood and iron stringers between them. The front plate was 8 inches thick, backed by 9 inches of teak; behind the teak was a 6-inch plate, and then 6 inches of teak with horizontal stringers; the whole mass was held fast and supported by double angle-iron, and the various parts were held together not only by bolts, but by iron clips, which have received the name of "marriage rings." Against these two structures was placed, at 200 yards, a 12 inch muzzle-loading rifled gun, the newest pattern of the 600 pounder, and the first round was fired with a Palliser chilled shot and a charge of 85lb. of the new pebble powder. The projectile struck fairly upon the centre of the solid plate target and penetrated the iron plate to a depth of 13·95 in., or only 5-100ths. of an inch less than the thickness of the plate. Measured across both ways the hole was 13 in. by 12·7 in. The large bolts with their nuts all remained sound, though a shower of small bolt-heads flew some distance to the rear from the back of the target. It is to be supposed that a thin iron skin will always be placed behind the bolt-heads in turrets as well as in casemates on shore. The value of such an arrangement was proved clearly enough in the experiments against the Plymouth Breakwater target and other shields long ago. If iron be not used, then the inner surface of all structures containing bolts with heads liable to fly off must be protected by rope mantelets or some other screen capable of checking the iron shower which flies from the back of the target after the impact of a heavy projectile. The second round was from the same gun, and with similar shot, against the experimental target, No. 35. It struck upon the junction of two plates, but behind the junction was one of the stringers, so that it could hardly be called a weak spot. The pointed missile dashed through the front 8-inch plate, pressed on through the 9-inch layer of teak, and embedded itself in the 6-inch plate, into which it entered so deeply that, though part of the shot's head remained sticking fast, a measuring rod thrust into the hole showed a depth of 19 inches. Both in the first and second rounds the targets against which they were respectively fired were slightly bent. No. 35 target was not more fortunate than its brother in respect of the number of small bolt-heads, rivets, washers, &c., thrown to the rear.

The gun was now loaded with Palliser shell, containing a bursting charge of 14 lb., and was again laid upon the solid plate target No. 34. It struck only 17 in. from the bottom, and broke up with a loud explosion. A piece of the front armour plate was broken off, but the force required for this purpose was wasted so far as penetrative effect was concerned. The depth of the hole was only 10·6 in.; it measured across 12·5 in. by 13·3 in. The general shock to the structure appeared to have been greater than in either of the previous rounds, for besides broken washers and rivet heads thrown seven feet to the back of the target, two of the solid struts were broken.

The fourth round was with Palliser shell against the No. 35, or double-plate target. It struck only 9 in. from the bottom and broke out a piece of the front plate measuring 15 in. in height by 2½ ft. across. Glancing downwards the shell passed through the horizontal sill or ground plate and exploded in the earth, making a hole 4 ft. deep. It is impossible to say what damage would have actually been done to the base of the turret on board ship; nothing but a series of rounds against the veritable *Devastation* herself could properly decide this question. One strut was broken, one badly sprung; the plate was somewhat buckled up, and the portions of iron and wood composing the target opened out somewhat from each other. This was all the firing at the strong iron plate structures. His Royal Highness the Field-Marshal Commanding-in-Chief and a large number of distinguished officers, both English and foreign, were present, and it was intended to show them, not one steadily continued experiment but a series of those interesting and useful trials only to be seen at Shoeburyness. All that had been proved was that the 12-inch gun is not capable of completely piercing a ship's turret faced with solid 14-inch plates and backed like the targets used yesterday. It was not proved that the 12-inch gun cannot penetrate the greater part of the actual *Devastation* turrets, still less was it proved that the gun cannot penetrate her more vulnerable sides.

Little time was given for examination of the targets after the fourth round, for the visitors were hurried off to inspect the specimens of Moncrieff carriages, all different one from another, and now standing on the practice ground at Shoeburyness. There was the 7-inch muzzle-loading gun whose success created such astonishment and interest at the time of its first trial. Large, costly, and complicated, this pattern can only be considered as representing, successful though it was, the first crude ideas of the inventor. Then there was an apparatus for the 9-inch muzzle-loading gun, simpler than the first, and raising the gun much higher from its loading to its firing position, but still unsatisfactory, by reason of its great weight, which is about 35 tons without the gun itself. Lastly, there was what appears to us by far the best example of the value and general application of the Moncrieff system. An ordinary wooden dwarf traversing platform had been so arranged by Captain Moncrieff that, with the addition of a few parts, all of cast iron and costing less than £60, a 7-inch breech-loading gun was made to perform all those seemingly intelligent actions which have been so often described. The part in his apparatus which Captain Moncrieff calls the carriage has been entirely abandoned in this example of the system. The trunnion holes are in the elevators or rockers themselves, and by an ingenious arrangement of a bar, one end of which works in a guiding slot, the proper elevation can be given to the gun before it is allowed to be run up, yet it will always return to the same horizontal position after that discharge. The idea is extremely ingenious, and is only one of the many developments we have always said were to be expected in the Moncrieff system. Of the practice with Moncrieff carriages yesterday there is nothing to be said but that they worked smoothly, without a hitch, and that the apparatus of the 7-inch breech-loader appeared to be a considerable improvement upon both the others, while its cost is very much less.

In the afternoon the Shoeburyness exhibition reopened by the discharge of a few rounds from the 7-pounder mountain gun; the little toy, with its charge of half-a-pound, cannot be expected to gave long range or accurate flight to so large a projectile, but it is something to have a piece which can fire 7-pound or at a pinch 14-pound projectiles far beyond the range of infantry fire, yet can be carried in the arms of a man. Some Hall's rockets gave moderately good results, and two life saving rockets which were fired showed the difficulty of casting a light line within reach of the crew of a wrecked ship when the wind is blowing stormily. The pressure of the air is too apt to act upon the line during the flight of the rocket, and blow it far from the place where it is intended to drop. Three or four parachute light balls were fired and answered admirably though their effect was marred by the bright daylight. Of all warlike inventions this is, perhaps, the only one the action of which is positively graceful and in its own effect harmless. A ball is fired from a mortar or howitzer elevated at a considerable angle; it flies through the air over the neutral ground till it is above the enemy, then there is a slight explosion, a puff of smoke, a confused struggle as of a wounded bird, and then white wings are spread and the graceful thing hangs poised in the atmosphere, carrying, by a slight chain, a cupful of brilliantly burning composition, which illuminates the ground for a considerable extent, and enables its employers to see what their enemy is about. So calmly does it hang, and so brightly does it burn, that there is plenty of time to take aim with a gun, and even to discover whether the projectile fired has struck its mark or not. While watching this bird-like creation of military genius it was impossible not to regret that the services of its author, General Boxer, are lost to his country while he is still in full vigour of mind and body. The next item in the programme was practice from 10-inch and 9-inch muzzle-loading guns, mounted in experimental casements, so as to show the English method of keeping ammunition stored below ground, sending the shells and cartridges up narrow tubes, placing them in the guns, and protecting the gunners while they are ramming home by means of rope mantelets sliding like curtains along top bars, and pushed backwards or forwards as necessity or safety dictates. The practice with the accurate and powerful 10-inch gun was especially interesting, as it was laid first to right and then to left. The apparatus for traversing is so powerful that one hand can, if needful, cause the mass to move from side to side almost as easily as a field gun.

Next came an experiment, only one of a very important series, to discover at what angle shell from rifled ordinance will penetrate ships' decks. A little way out on the sands were placed a number of posts, and upon their tops was laid a structure representing the decks of our earlier ironclads. One half of it composed of five inches of wood and underneath one inch of iron, the other half had four inches of wood and one inch and a half of iron. This target was laid at an angle of 12 degrees to the horizontal, but as the gun, a 9-inch, was depressed three degrees, the angle of the shot's path to the ship's deck was 15 degrees. The charge was 43 lbs. of powder. When the gun was fired a thick smoke hung for a few minutes between the spectators and the target, those who waited till the veil cleared away could distinctly see that the ship's deck would have been grievously wounded, and the impatient ones who dashed down through smoke and mud and sand and water were soon busy poking with sticks and measuring rods in a ragged hole right through the structure, 4 ft. 6 in. long by 17 in. wide. The projectile had torn through, and would have created fearful destruction between decks.

The energetic experimental officers at Shoeburyness were not satisfied till they had shown their visitors some practice with the field guns about which there has been so much debate lately both at home and abroad. If the Prussian officers who were present were, as we have no doubt, as clever and well instructed as Prussian officers generally are, they will not have failed to perceive that English artillerymen set great value upon shrapnel. For shrapnel to be efficacious its velocity must be great; a high velocity cannot be given to projectiles from breech-loaders without danger of gas escape and consequent disorganization of the breech-loading apparatus. The breechloaders fire straight enough, but do not hit hard enough at long ranges. The muzzle-loaders do both. Twice in succession were ten rounds a gun fired from the 12-pounder breech-loader with segment, 9-pounder muzzle-loader and 16-pounder muzzle-loader with shrapnel. The first time the breech-loader fired its ten rounds about ten seconds quicker than the 9-pounder muzzle-loader, the second time the muzzleloader was the quicker. The practice from the muzzle-loader was certainly equal, so far as could be judged, to that of the breechloader. The 16-pounder wrought-iron muzzle-loading gun is a little too light for its charge. The recoil is, therefore, great, and time is lost in running it up again. For this reason it was always behind the others, but its practice was excellent, and its effect upon the targets terrible. An increase of 1 cwt., bringing the weight of the piece up to 13 cwt., is to be tried before the 16-pounder is finally adopted. There can be no doubt that the recoil will thus be reduced, while the accuracy of the gun, the power of the projectile, and the length of the range are such that the 16-pounder must inevitably take rank as by far the first field gun in Europe.

A special telegram to *The Times* states that the King of Burmah has publicly repudiated any desire to establish trade monopolies, and, as an earnest, has given entertainments to European and East Indian merchants and to Chinese merchants, at which he assured them of his wish to have free trade with all nations.

AN HONEST MAN.—The *Birmingham Morning News* says that Mr. William Taylor, of Hanley, has recently paid his proportion of various debts, contracted 20 years ago by a firm of which he was then a partner, and in respect of which he has long ceased to have any legal liability. Among the creditors was Lord Granville, who, on receiving his dividend, presented Mr. Taylor with a handsome silver inkstand, accompanied by a letter in these terms:—"16, Bruton-street, London. Sir,—To a man who has given proof of such persevering integrity any compliment may appear superfluous; but I shall be obliged if you will accept the accompanying little present as a mark of respect. Your obedient servant, GRANVILLE."

EXTRAORDINARY DEMONSTRATION.—On the night of the 10th May an extraordinary demonstration was made at Accrington to welcome Mr. John Boothman, a member of the Local Board of Health and a Poor-law guardian, on his return from the Preston House of Correction, after seven days' imprisonment for alleged tampering with voting papers. He was received by a crowd of from 8,000 to 10,000 people, placed in a waggonette drawn by four horses, and escorted in procession, with bands of music, &c., to the market-place, where an address of sympathy and a purse of gold were presented to him. In responding, Mr. Boothman attributed his prosecution to personal vindictiveness, and his conviction to a partial bench of magistrates.

Insurances.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates by STEAMERS and strictly A 1 SAILING VESSELS.

OVERLAND RAILROAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. not.

RUSSELL & Co., Agents.
tf 9701 Hongkong and Shanghai.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent. (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co., Agents.
tf 1402 Hongkong, 27th July, 1870.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15 %.

BUTTERFIELD & SWIRE.
tf 1753 Hongkong, 1st October, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE, Agents, 4, Praya.
tf 1569 Hongkong, 26th August, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the LLOYD FRANÇAIS, Capital of 6,000,000 frcs., And with the CIE FRANCAISE D'ASSURANCES MARITIMES, Capital of..........5,000,000 frcs., Offers to the ASSURED the Security of a collective Capital of..........17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.
tf 1377 Hongkong, 23rd July, 1870.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT. Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT. Policies issued for long or short periods at current rates.

LIFE DEPARTMENT. Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.
tf 777 Hongkong, 25th April 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE. 137, LEADENHALL STREET, LONDON. ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, Agent.
tf Hongkong, 1st July, 1867.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.
tf 538 Hongkong, 17th March, 1869.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ¼ of the annual rate
Not exceeding 1 month ½ of the annual rate
Above 1 month, and not exceeding } 3 „ ½ do. do.
Above 3 months and not exceeding } 6 „ ¾ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.
tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.
tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co., Secretaries.
tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding } 3 „ ½ do. do.
Above 3 months and not exceeding } 6 „ ¾ do. do.
Above 6 months the full annual rate.

GILMAN & Co., Agents, North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ½ do. do.
Above 1 month and not exceeding 3 months... } ½ do. do.
Above 3 months and not exceeding 6 months... } ¾ do. do.

NORTON, LYALL & Co., Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY. No. 11, LOMBARD STREET, LONDON, E.C. ESTABLISHED 1821,

And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, *Sterling.*

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.
tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent.

GIBB, LIVINGSTON & Co., Agents Imperial Fire Insurance Company.
tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.
Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum
Otherdwelling Houses used strictly as such, and their contents. } ¾
Godowns, Offices, Shops, &c., and their contents. } 1 „

GILMAN & Co., Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ¼ of the annual rates
Not exceeding 1 month ½ do. do.
Above 1 month, and not exceeding three months. } ½ do. do.
Above 3 months, and not exceeding six months.... } ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co., Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent.
Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.
Offices and Godowns and their contents. } 1 per cent.
Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days ⅛th per cent.
Not exceeding.............. 1 month ¼ per cent.
Above 1 month, and not exceeding } 3 „ ½ „
Above 3 months, and not exceeding } 6 „ ¾ „
Above 6 months, the full annual rate of 1 „

ROBT. S. WALKER & Co., Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

GILMAN & Co., Agents.
tf 437 Hongkong, 9th March, 1871.

Business Announcements.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Successor to RODMOND GIBBONS & Co., Sold Agents for; Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse.
1y 589 April 6

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

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Vision,	Cummings	Brit. bg	169	Adamson, Bell & Co	
Westward-Ho,	Kirk	Brit. bk	577	Order	Shanghai
Ziba,	Bowes	Brit. bk	540	John Silverlock & Co	London
SHANGHAI.					
In port on 17th June, 1871.					
The names of the numerous steamers, tugs small craft and receiving hulks employed on the Yang-tsze are not included in this table.					
Argonaut,		Brit. sh		Jardine, Matheson & Co	
A. Raimers,	Raimers	N. G. sch	189	Wm. Pustau & Co	
Boussole,	Assailly	Fren. bk	363	J. S. Baron	Foochow
Caller Ou,	Rea	Brit. sh	674	Jardine, Matheson & Co	
Cutty Sark,	Moodie	Brit. sh	921	Gilman & Co	London
D. of Abercorn,	Dalrymple	Brit. sh	1050	Adamson, Bell & Co	
Electra,	Grant	Brit. bk	380	J. S. Baron	Manila
Eme,	Sproule	Brit. sh		Chapman, King & Co	London
Esborn Snare,	Saxtorph	Dan. bk	381	Ed. Schellhass & Co	
F. Roquette,	Monnier	Fren. bk	369	P. Tellenne	Newchwang
Forward-Ho,	Hossack	Brit. sh	910	Gibb, Livingston & Co	London
Hesperus,	Spring	N. G. bk	291	Wm. Pustau & Co	
Homer,	Brown	Brit. bk	538	Olyphant & Co	
Jules Dufaure,	Bouyer	Fren. bk	430	J. S. Baron	London
Lauderdale,	Low	Brit. sh	851	D. Sassoon, Sons & Co	
Leuradia,	Mearns	Brit. sh	896	Adamson, Bell & Co	London
Loch Lamar,	Merryman	Amr. bk	583	Frasar & Co	
Malacca,	Beattie	Brit. sh	593	Gibb, Livingston & Co	
Malleville,	Waite	Amr. bk	924	Jardine, Matheson & Co	
Maria,	Diss	Rus. sh	637	Master	
Martha,	Hayo	N. G. bk	221	Ed. Schellhass & Co	
Newchwang,	Flick	Brit. sch	162	Gibb, Livingston & Co	
Sir Wm. Wallace,	Colville	Brit. sh	967	Gibb, Livingston & Co	
Thermopylæ,	Kimball	Brit. sh	947	Adamson, Bell & Co	London
Undine,	Scott	Brit. sh	795	Jardine, Matheson & Co	London
Whinfell,	Jones	Brit. sh	834	Birley, Worthington & Co	London
Willy Rickmers,	Stolt	N. G. bk	797	Olyphant & Co	
Woodlark,	Anthony	Brit. sh	868	D. Sassoon, Sons & Co	London
YOKOHAMA.					
In port on 12th June, 1871.					
Admiral,	Lord	Amr. bk	475	Walsh, Hall & Co	
Augusta,	Mulder	Ned. sch	308	Chinese	
Black Watch,	Kerruish	Brit. bk	491	Chinese	
Burmah,	Garrick	Brit. sh	1175	Hudson, Malcolm & Co	
Chieftain,	McMinnes	Brit. str	900	Findlay, Richardson & Co	
Coldingham,	White	Brit. sh	1059	Gilman & Co	
Crest of the Wave,	Harris	Brit. sh	777	Van der Tak	
Dilkoosh,	Godye	Brit. sh	816	Gilman & Co	
Eliza Shaw,	Ca e	Brit. sh	626	Shaw, Winstanley & Co	
Fabius,	Malo	Amr. sh	868	Walsh, Hall & Co	
Gaviota,	Hoseason	Brit. sch	152	Jardine, Matheson & Co	
Grenadier,	Barlow	Brit. bk	542	Siber & Brenwald	
Holmsdale,	Quin	Brit. sh	1257	Van der Tak	
John R. Worcester,	Cawse	Brit. sh	940	Hudson, Malcolm & Co	
Lord of the Isles,	Petrie	Brit. bk	317	Smith, Baker & Co	
Malacca,	Kilgour	Brit. str	1960	Jas. C. Fraser & Co	
New York,	Furber	Amr. str	2000	P. M. S. S. Co	
Orn y,	Gossion	Fren. bk	450	P. & O. Co	
Radama,	Mamuis	Fren. sh	477	Societe Franco Japonaise	
River Avon,	Hewitt	Brit. bk	439	Hudson, Malcolm & Co	
Rolling Wave,	Hall	Amr. sch	271	Walsh, Hall & Co	
Rubicon,	Watt	Brit. sch	204	Sassoon & Co	
Schiehallion,	Levack	Brit. bk	602	Van der Tak	
S. Nicholson,	Hefferman	Brit. sh	933	Jardine, Matheson & Co	
Stord,	Kramer	Nor. bg	222	M. Marshall & Co	
Success,	Kirby	Amr. bk	204	Kirby & Co	
Taunton,	Chambers	Brit. sh	687	Chinese	
Thules,	Lamont	Brit. str	774	Jardine, Matheson & Co	
Tigress,	Howell	Store sh	1850	P. & O. Co	
Wanderer,	Taylor	Brit. sch	70	Captain	
Yokohama,	Blouet	Fren. sh	766	Netherland Trading Sy.	

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